INITIAL STUDY / ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION



BEFORE



AFTER

07-LA-405 K.P.41.0/47.6 (P.M. 25.5/29.6)

Federal Highway Administration

California Department of Transportation

June 2000

SCH No. 1999111073 07-LA-405-41.0/47.6 (PM 25.5/29.6) 07223-1178A0 and 1178C0

NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code

Description

The proposed project would widen Interstate 405 (San Diego Freeway) from ten to twelve lanes in order to provide one high occupancy vehicle (HOV) lane in each direction. The project would extend from State Route 90 (Marina Freeway) to Interstate 10 (Santa Monica Freeway), in the Cities of Los Angeles and Culver City, in Los Angeles County, a distance of 6.6 kilometers (4.1 miles). In addition, the northbound Sawtelle off-ramp will be closed and the Culver Boulevard on-ramp will be become an off-ramp. A frontage road will be added adjacent to the southbound side, connecting Sawtelle Boulevard to Braddock Drive west of I-405. The project is being proposed to relieve traffic congestion by encouraging commuters to rideshare, and is one of several such projects being considered for I-405 to provide for a continuous HOV facility.

Construction of the proposed project is expected to require approximately three years. Construction activities would be planned and conducted in such a manner as to reduce traffic delay as much as possible. The construction process would be managed by a traffic control plan. Soundwalls and retaining walls would also be constructed as part of the proposed project.

Determination

An Initial Study has been prepared by the California Department of Transportation (Caltrans). On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

- 1. The project would not substantially affect topography, seismic exposure, erosion, floodplains, wetlands or water quality.
- 2. The proposed project will not significantly affect natural vegetation, sensitive, endangered or threatened plant or animal species, or agriculture.
- 3. The proposed project will not significantly affect solid wastes, or the consumption of energy and natural resources.
- 4. The proposed project will promote improved regional air quality.
- 5. The proposed project will result in increased noise levels along its route, but with the addition of soundwalls, these effects will be reduced to acceptable levels.
- 6. The proposed project will not significantly affect land use, public facilities or other socioeconomic features.
- 7. The proposed project will not significantly affect cultural resources, scenic resources, aesthetics, open space or parklands. Landscaping will be provided to mitigate the loss of existing freeway vegetation.

Original Signed by Ronald Kosinski for Raja Mitwasi

June 19, 2000

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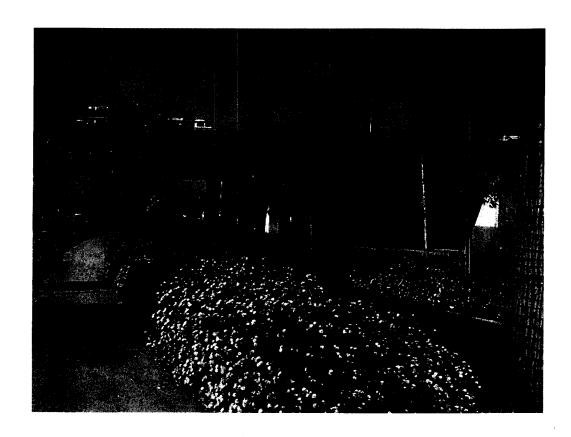
Note: A vertical line in the margin indicates that changes were made in the text from the Draft Environmental Document (Initial Study / Environmental Assessment) to the Final Environmental Document (Negative Declaration / Finding of No Significant Impact).

10. Programmatic Section 4(f)

High Occupancy Vehicle Construction on Interstate 405 from Interstate 10 (Santa Monica Freeway) to State Route 90 (Marina Freeway) Located in the Cities of Los Angeles and Culver City

Programmatic Section 4(f) Evaluation

For Federally-Aided Highway Projects with Minor Involvement with Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges



State of California
Department of Transportation
and
U.S. Department of Transportation
Federal Highway Administration

Pursuant to 49 U.S.C. 303

November 1999

This evaluation has been prepared in accordance with the U.S. Department of Transportation, Federal Highway Administration (FHWA), Final Nationwide Section 4(f) Evaluation and approval for federally aided highway projects with minor involvement with public parks, recreation lands, approved on December 23, 1986 by FHWA's Office of Environmental Policy.

This programmatic Section 4(f) evaluation addresses the construction of a High Occupancy Vehicle (HOV) lane on Interstate 405 (I-405) in the Cities of Los Angeles and Culver City. The project consists of constructing one northbound and one southbound HOV lane from Interstate 10 (I-10) to State Route 90 (SR-90) (Attachment 1).

Section 4(f) of the Department of Transportation Act of 1966 specified that publicly owned land from a park, recreation area, or wildlife or waterfowl refuge, or land from a historic site may be used for Federal Aid highways only if:

- 1. There is no prudent and feasible alternative to using that land; and
- 2. The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use

Existing Conditions (see Section 2.2 in the IS/EA)

The existing conditions at the proposed project location consist of ten (10) 3.7 meter (12 feet) lanes with a 3 meter (10 feet) wide outside shoulder separated by a 2.44 meter (8 feet) median with a concrete barrier in the center. Each lane is classified as mixed flow.

High Occupancy Vehicle lanes are planned for the entire I-405 corridor in Los Angeles County. HOV lanes are currently operating on I-405 from the Orange County Line to Interstate 105 (I-105) and from U.S. Route 101 (US-101) to I-5. An HOV from I-105 to SR-90 is in the design phase and an interim HOV lane, southbound only, from US-101 to Waterford Street is in the construction phase, with anticipated opening date of Spring 2005 and Fall 2001, respectively.

Purpose and Need for the Project (see Section 1.3 in the IS/EA)

The proposed project will address safety and circulation issues by improving existing and future traffic operations. Two HOV lanes will be added, one in each direction from the I-10 (Santa Monica Freeway) to the SR-90 (Marina Freeway). The I-405 is one of the most important freeway corridors serving the Los Angeles and Orange County areas. This freeway serves many regional employment centers and is the only north-south freeway west of downtown Los Angeles. This project will relieve anticipated traffic congestion, and will reduce the existing gap in the HOV system along the I-405 corridor.

Modified Alternative 3ab includes ramp consolidation, which will help relieve traffic congestion. Eliminating both the northbound Sawtelle Boulevard on-ramp and off-ramp will improve traffic flow on Sawtelle Boulevard. The addition of a frontage (service) road connecting the southbound Sawtelle Boulevard to Braddock Drive will allow for a consolidation of facilities and improve overall traffic circulation both on the freeway mainline and the surrounding surface streets (Attachment 2).

Description of Section 4(f) Resources

The proposed project Alternative 3b would affect the greenbelt between Culver Boulevard North and Culver Boulevard South, which runs perpendicular to the I-405 (Attachment 3). Culver Boulevard consists of a 48.8-54.9 meter (160-180 feet) right-of-way providing for two 2-way roadways and a greenbelt. The area of the affected greenbelt begins at Corinth Avenue, about 61 meters (200 feet) west of Sawtelle Boulevard in the City of Los Angeles, and continues to Commonwealth Avenue, 76.2 meters (250 feet) east of Sepulveda Boulevard in Culver City, a total distance of 585.2 meters (1,920 feet). Culver Boulevard North provides local access for residents and businesses, while Culver Boulevard South carries through traffic into and out of Culver City. Approximately 9,353.6 square meters (100,681 square feet) of greenbelt lie within the project limits.

The Section 4(f) resource includes two paths that exist within the landscaped greenbelt area, an asphaltic bike path, approximately 3.5 meters (11-12 feet) wide, and an unpaved pedestrian walkway, approximately 2 meters (5-6 feet) wide. The bike path is identified as a Class I Bike Path in the Circulation Element of the Culver City General Plan, and provides for active recreation. The pedestrian walkway, parallel and south of the bike path, provides for passive recreation.

Impact on Section 4(f) Resources

A portion of the bike path, which has an area of 1,973.3 square meters (21,240 square feet), and pedestrian walkway, which has an area of 986.6 square meters (10,620 square feet), will be impacted by traffic mitigation required for Alternative 3b (Attachment 3). However, the impact is considered temporary in nature. The paths will be closed during project construction, however, the amount of time will be minimized. After project construction, the functional replacement of the paths consists of their realignment via a shift to the north with respect to their current location. Therefore, existing uses of both paths and their accessibility to the public are considered to be temporary impacts.

With the reconfiguration of Culver Boulevard, the new overall greenbelt area will be 7,266.8 square meters (78,219 square feet), a reduction of approximately 22 percent of the existing area. However, the overall area of the Section 4(f) resources (bike path and the pedestrian walkway) will remain essentially the same.

Measures to Minimize Harm

The following measures have been selected after consultation with Culver City and Los Angeles officials having jurisdiction over the two paths:

- 1. Relocation of the bike path and the pedestrian walk way to the north of the realigned Culver Boulevard.
- 2. Relocation of the two paths will reduce the number of crossings for path users.
- 3. The paths will be configured such that connectivity outside of these project limits will not be adversely impacted.
- 4. The greenbelt area will be landscaped after realignment of Culver Boulevard.
- 5. Any excess land that will not be needed after project construction will be landscaped.

Avoidance Alternatives (see Section 2 in the IS/EA)

No Build (Alternative 1)

The No-Build alternative will not improve the present nor projected congestion problems experienced in the project area. While this alternative would not involve any Section 4(f) property, it would do nothing to correct the deficiencies of the current conditions along the mainline I-405, and be inconsistent with Caltrans' goal of minimizing congestion and maintaining an efficient and effective interregional mobility system.

Minimum Width HOV Facility (Alternative 2)

This alternative would add two HOV lanes, one in each direction and have a 2.8 meter (9 feet) minimal median. While this alternative would not involve any Section 4(f) property, this alternative was rejected in the Project Study Report, and was not studied further.

<u>Ultimate Width HOV Facility (Alternative 3a)</u>

This alternative would also add two HOV lanes, one in each direction; however, this alternative would have a 7.4 meter (24 feet) median. This alternative would not involve any Section 4(f) property. This alternative would not achieve operational enhancements resulting from the freeway ramp consolidation enhancement, such as extending the storage lane for on- and off-ramps. Refer to discussion in Section 2.4 for additional details.

<u>Ultimate Width HOV Facility with Ramp Consolidation (Alternative 3b)</u>

This alternative is the same as Alternative 3a, with the exception that some ramps will require configuration. In this alternative, three ramps will be deleted (northbound Sawtelle Boulevard off- and on-ramp and southbound Braddock Drive on-ramp) and two new ramps will be created (northbound Culver Boulevard off-ramp and southbound Culver Boulevard / Sawtelle Boulevard on-ramp). Traffic mitigation will be needed in order to minimize impacts from the ramp consolidation on local streets. The traffic mitigation includes the realignment of Culver Boulevard such that the existing Culver Boulevard North and Culver Boulevard South will be combined into one facility. Refer to discussion in Section 2.4 for additional details.

<u>Ultimate Width HOV Facility with Ramp Consolidation II (Modified Alternative 3ab)</u>

Modified Alternative 3ab is a refinement of previous alternatives in response to the public comment period. Modified Alternative 3ab is similar to Alternative 3b, however, the Braddock Drive on-ramp will not be closed, and no new on-ramp at Sawtelle. In addition, there will be a frontage (service) road spanning from Sawtelle Boulevard to Braddock Drive. The frontage road will help link motorists from Culver Boulevard to the southbound I-405 Freeway. As with Alternative 3b, Culver Boulevard will need to be reconfigured. Refer to discussion in Section 2.4 for additional details.

Findings

Based upon studies and consultations on the proposed project to date, the following findings are presented:

- 1. The No-Build alternative would not be feasible or prudent because it would not correct the existing and anticipated congestion.
- 2. Alternative 2 has been eliminated from further study, as there are many non-standard design features associated with this alternative.
- 3. Alternative 3a does not address the Consolidation of the Ramps near Culver Boulevard. This alternative is still considered a viable alternative, and has not been ruled out at the Draft Environmental Document stage. However, this alternative does not achieve the full scope of the purpose and need for this project.
- 4. Alternative 3b has geometric constraints along Sawtelle Boulevard. In addition, design criteria for the new hook on-ramp at Sawtelle Boulevard was not in conformance with Caltrans Design Specifications.

It is therefore determined that there is no feasible and prudent alternative to the proposed project.

Coordination

The Cities of Culver City and Los Angeles have been supportive of this project (Attachment 4).

Applicability of Programmatic Section 4(f)

The project is proposed to correct deficiencies that exist within the project's limits. The proposed project meets the criteria for the programmatic Section 4(f) in that:

- 1. The project involves improvement of an existing highway on the same alignment.

 The project will widen the freeway, maintaining the same general alignment.
- 2. The Section 4(f) lands are publicly owned public parks, recreation areas, etc., located adjacent to the existing highway.
 - The publicly owned property (City of Culver City and Los Angeles Metropolitan Transportation Authority) consists of recreational facilities (bike path and a pedestrian walkway) within the greenbelt. The greenbelt is located between Culver Boulevard North and Culver Boulevard South, which is roughly perpendicular to the mainline of the I-405.
- 3. The amount and location of the land to be used shall not impair the use of the remaining Section 4(f) land, in whole or in part, for its intended purpose.

The area of the bike path is approximately 2,140 square meters (23,040 square feet), and approximately 3.5 meters (11-12 feet) wide. The area of the pedestrian walkway is approximately 11,520 acres, and approximately 2 meters (5-6 feet) wide. The impacted sections of the paths are approximately 585.2 meters (1,920 feet) long. The total existing trail area is approximately 34,560 square meters (8.5 acres). This total amount of land does not exceed 40,468.7 square meters (10 acres) of the Section 4(f) site.

Because the size of the Section 4(f) site is less than 40,468.7 square meters (10 acres), 10 percent of that area (1 acre max) falls under programmatic Section 4(f) evaluation. The Federal Highway Administration has jurisdiction over the Section 4(f) land, and concurs with this determination.

4. The proximity impacts of the project on the remaining Section 4(f) land shall not impair the use of such land for its intended purpose.

The proximity of the project will not impact the use of the remaining Section 4(f) lands. The paths will be temporarily impacted via closure during project construction, however, the time will be minimized to the greatest extent possible. After project construction, the paths will be realigned via a shift to the north with respect to the current greenbelt location. Therefore, existing uses of both paths and their accessibility to the public are considered to be temporary impacts.

5. The officials having jurisdiction over the Section 4(f) lands must agree, in writing, with the assessment of the impacts of the proposed project on, and the proposed mitigation for, the Section 4(f) lands.

A letter from both the City of Culver City and the Los Angeles Metropolitan Transportation Authority concurring with the proposed realignment of the bike path and the pedestrian walkway is located in Attachment 4.

6. This programmatic evaluation does not apply to projects for which an environmental impact statement (EIS) is prepared.

No EIS was prepared for this project.

Approval

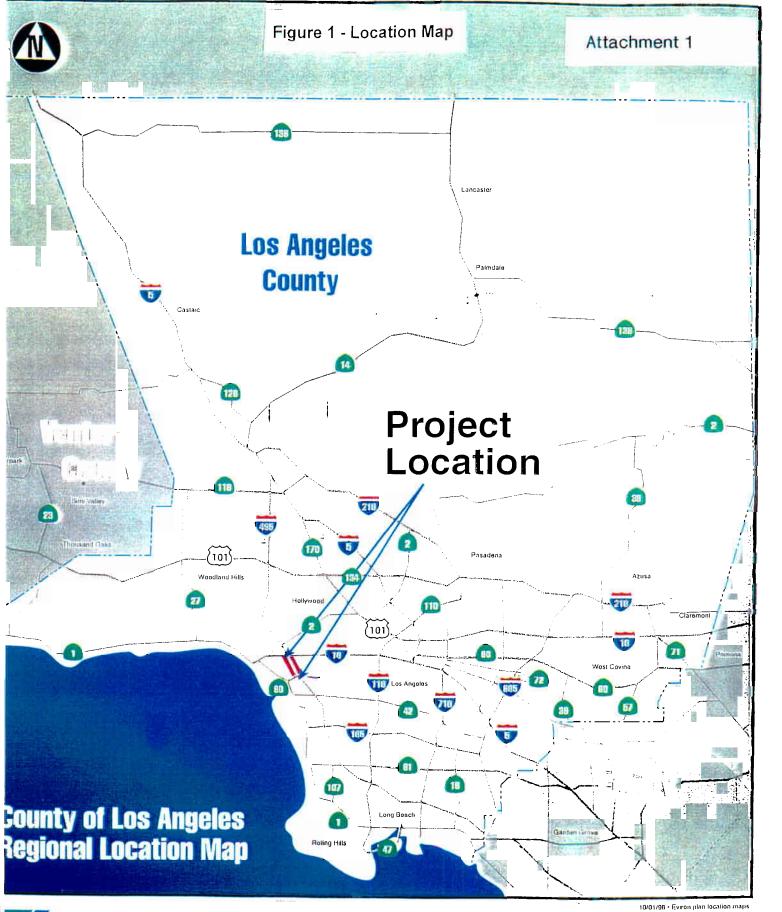
This programmatic Section 4(f) evaluation has been prepared for the construction of a HOV project on I-405 from I-10 to SR-90 in the Cities of Culver City and Los Angeles. The FHWA Division Administrator agrees that:

- 1. It has been determined that the project meets the applicability criteria set forth above;
- 2. It has been determined that all of the alternatives set forth in the Findings section have been fully evaluated;

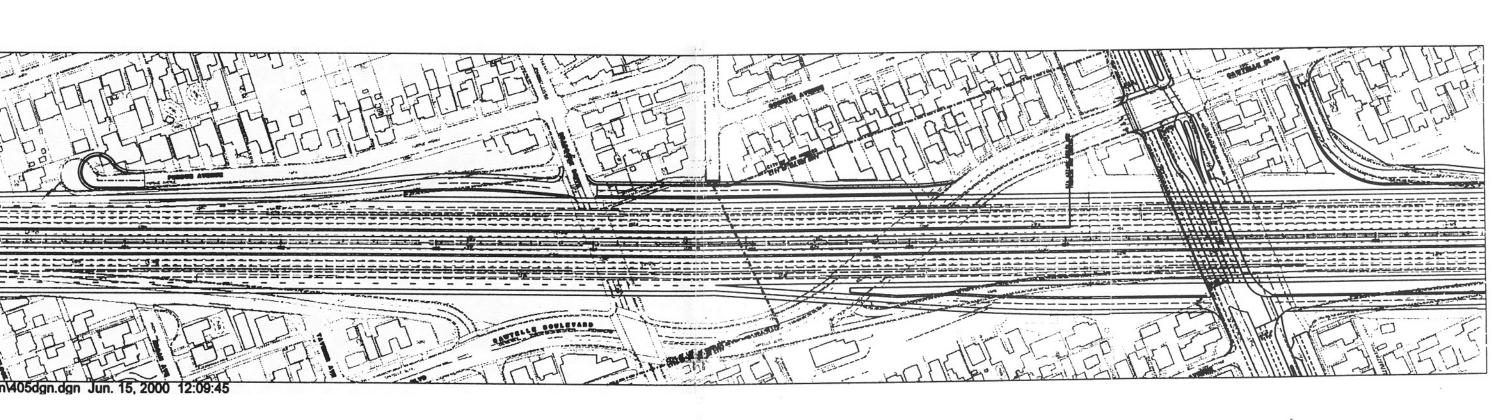
- 3. It has been determined that the findings in this document (which conclude that there are no feasible and prudent alternatives to the use of the publicly owned public park, recreation area, or wildlife or waterfowl refuge) are clearly applicable to the project;
- 4. It has been determined that the project complies with the Measures to Minimize Harm section of this document;
- 5. It has been determined that coordination called for in this programmatic evaluation has been successfully completed;
- 6. It has been assured that the measures to minimize harm will be incorporated into the project; and
- 7. It has been documented that the project file clearly identifies the basis for the above determinations and assurances.

Attachments

- 1. Project Location Map (Figure 1 of the IS/EA)
- 2. Overview of Project Layout for Alternative 3b
- 3. Proposed Realignment of Bike Path and Pedestrian Walkway
- 4. Letters of Support from City of Los Angeles and City of Culver City







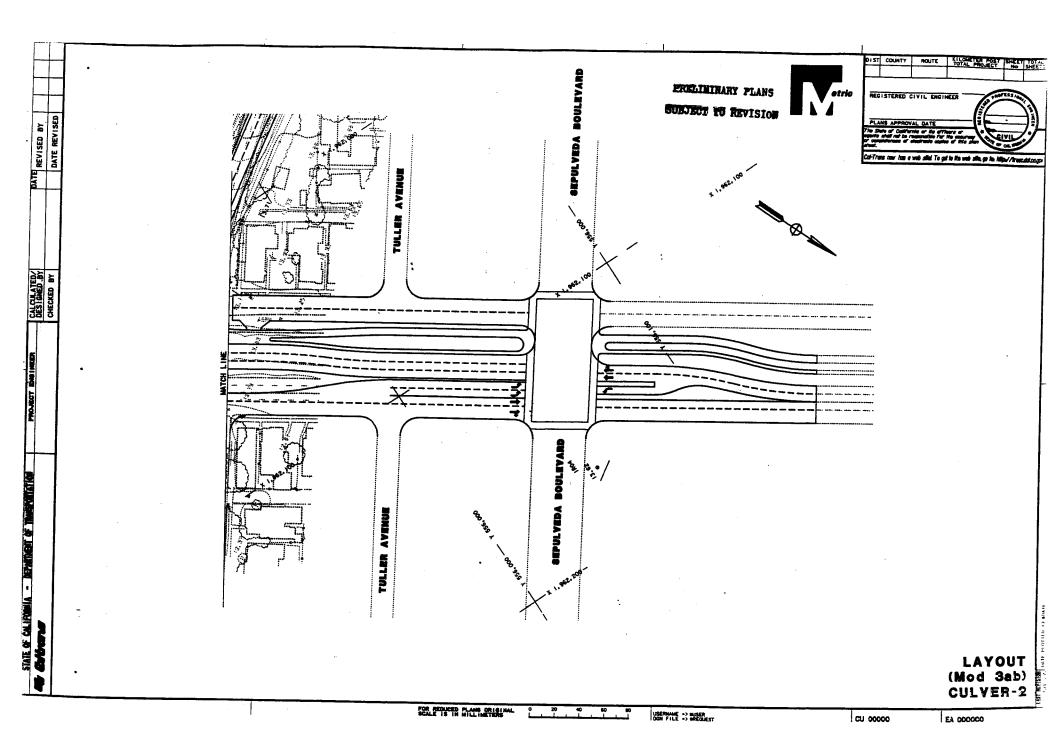
PRELIMINARY PLANS SUBJECT TO REVISION DATE REVISED BY BOULEYARD MORTH **** SIAIE OF CALIFORNIA - NEW DIEGO OF TRANSPORTATION Attachment LAYOUT (Mod 3ab) CULYER-1

FOR REDUCED PLANS ORIGINAL

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ADMINISTRATIVE OFFICE

MARK H. WINOGROND Chief Administrative Officer City of Cuiver City

CITY OF CULVER CITY

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

Tel: 253-6000 Fax: 253-6010

Executive Director
Culver City Redevelopment Agency

October 21, 1999

Ms. Cindy T. Quon
District Division Chief
Program & Project Management
District 7
120 South Spring Street
Los Angeles, CA 90012

SUBJECT: ROUTE 405 HOV WIDENING AT CULVER BOULEVARD SAN DIEGO FREEWAY HOV - 07223-117890

Dear Ms. Quon:

This letter is to confirm our support of the proposed Route 405 Freeway Ramp relocations and the necessary reconfiguration of the Culver Boulevard Bikepath/Walkway adjacent to the freeway.

The City of Culver City/Culver City Redevelopment Agency own the existing 60-foot-wide landscaped bikepath/walkway property in fee. We also maintain this area at our costs. We understand and support the narrowing, in some locations, of the landscaped area in order to provide for freeway ramps.

We believe the proposed improvements will alleviate existing traffic problems in this area, improve access to and from the San Diego Freeway, and enable us to better accommodate pedestrians and cyclist traveling through the area. Consequently, our City Council has asked us to work with you to develop the necessary freeway ramp and Culver Boulevard improvements.

We also look forward to working with Caltrans in developing freeway soundwalls whose design will further enhance the area.

Ms. Cindy T. Quon October 21, 1999

Page 2

If you have any questions, please feel free to contact Max Paetzold Traffic Engineering Manager, at (310) 253-5633, or Jim Davis at (310) 253-5630.

James S. Davis

Public Works Director and City Engineer

Sincerely,

Mark H. Winogrond

Chief Administrative Officer

and

Executive Director

Culver City Redevelopment Agency

JSD:ra

copies: Mayor and Members of the City Council

David Shissler, Deputy Public Works Director/Engineering Services

Max Paetzold, Traffic Engineering Manager

Haripal Vir, LADOT

CITY OF LOS ANGELES

FRANCES T. BANERJEE GENERAL MANAGER CALIFORNIA



221 N. FIGUEROA STREET, SUITE 500 LOS ANGELES. CA 90012 (213) 580-1177 FAX: (213) 580-1188



October 21, 1999

Robert Sassaman, Acting District Director Caltrans District 7 120 S. Spring Street Los Angeles, California 90012

Dear Mr. Sassaman:

HOV PROJECT ON I-405 FROM STATE ROUTE 90 TO STATE ROUTE 10 - CULVER BOULEVARD INTERCHANGE

We appreciate the opportunity to work with your staff during development of the project to construct High Occupancy Vehicle (HOV) Lanes on the I-405 Freeway from State Route 90 to State Route 10, which involves freeway widening and ramp realignments. At joint meetings regarding this project, the City of Culver City has requested that the Culver Boulevard ramps to the I-405 Freeway be realigned, and that Culver Boulevard itself be widened to facilitate safe and efficient access to and from the Freeway, and reduce vehicular intrusion into the adjacent residential neighborhoods.

We have reviewed the design for ramp relocations at Culver Boulevard as proposed by Culver City in their letter dated October 6, 1999. The design requires minor modifications to the bike path and the associated landscaping within the City of Los Angeles, just westerly of the Culver City boundary. The bikepath within the City of Los Angeles was developed on right-of-way owned by the MTA under a license agreement, which will need to be modified to accommodate the proposed changes.

We fully support the necessary design modifications to improve traffic operations at the interchange, and will gladly process any amendments which may be required to the freeway agreement and the license agreement with MTA.

Sincerely

Frances T. Banefjee General Manager

 James S. Davis, City of Culver City Max Paetzold, City of Culver City John E. Fisher Haripal S. Vir

Kathleen Sanchez, MTA

Attachment

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Appendix A - List of Acronyms

List of Acronyms

ACOE U.S. Army Corps of Engineers

ADT Average Daily Traffic

AADT Annual Average Daily Traffic

APE Area of Potential Effect

APEFZA Alquist-Priolo Earthquake Fault Zoning Act

AQMP Air Quality Management Plan
ASR Archaeological Survey Report
dBA Measurement unit for noise traffic

CAA California Air Act

CAAQS California Ambient Air Quality Standards
Caltrans California Department of Transportation
CDFG California Department of Fish and Game
CEQA California Environmental Quality Act

CFR Code of Federal Regulations

CO Carbon Monoxide

EA Environmental Assessment

EPA U.S. Environmental Protection Agency

ETW Edge of Traveled Way

FHWA Federal Highway Administration
FTA Federal Transit Administration

FTIP Federal Transportation Improvement Plan

HOV High Occupancy Vehicle

HPSR Historic Property Survey Report

IS Initial Study

ISA Initial Site Assessment

LAMTA Los Angeles County Metropolitan Transportation Authority

LARTS Los Angeles Regional Transportation System

LARWQCB Los Angeles Regional Water Quality Control Board

LAX Los Angeles International Airport

Leq Unit that measures equivalent sound levels by energy

output per hour

LOS Level of Service

MIS Major Investment Study

MVkm Million Vehicle Kilometers

MVM Million Vehicle Miles

NAAQS National Ambient Air Quality Standards

List of Acronyms (continued)

NEPA National Environmental Policy Act

NHS National Highway System

O₃ Ozone

PM₁₀ Fine Particulate Matter

PS & E Plans, Specifications and Estimates

PSR Project Study Report

R/W Right-of-Way

RAP Relocation Assistance Program

RTIP Regional Transportation Improvement Program

RTP Regional Transportation Plan

SCAG Southern California Association of Governments

SFR Single Family Residence

SHPO State Office of Historic Preservation

STIP State Transportation Improvement Program

TASAS Traffic Accident Surveillance and Analysis System

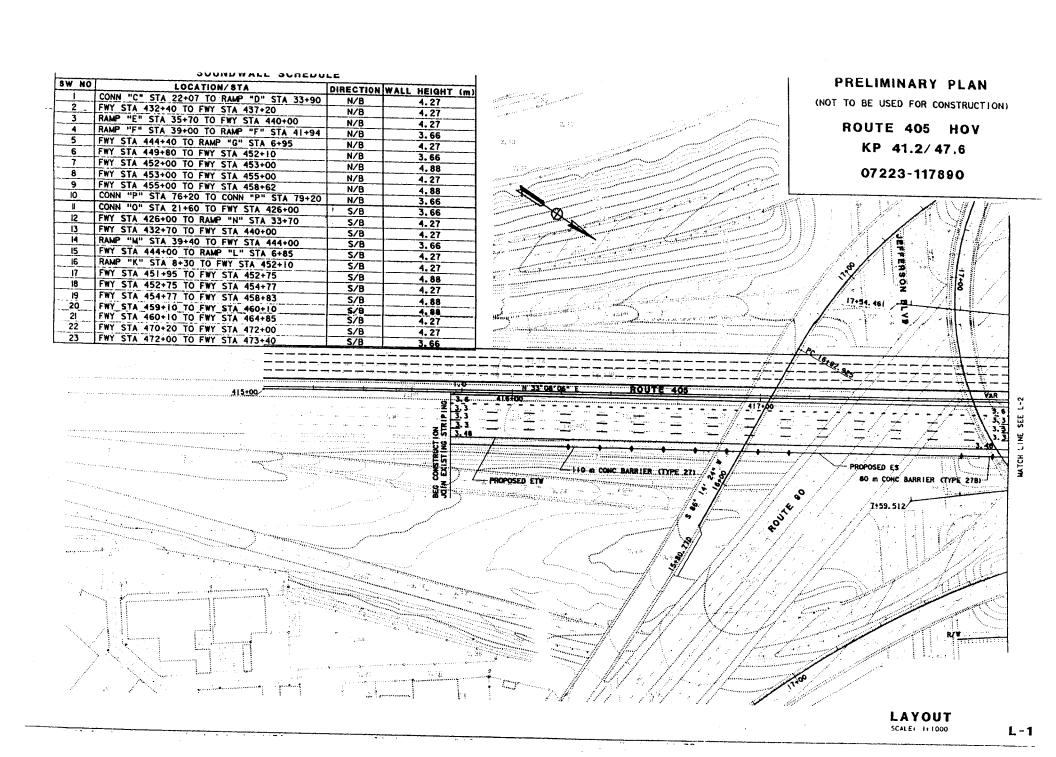
TEA-21 Transportation Equity Act for the 21st Century

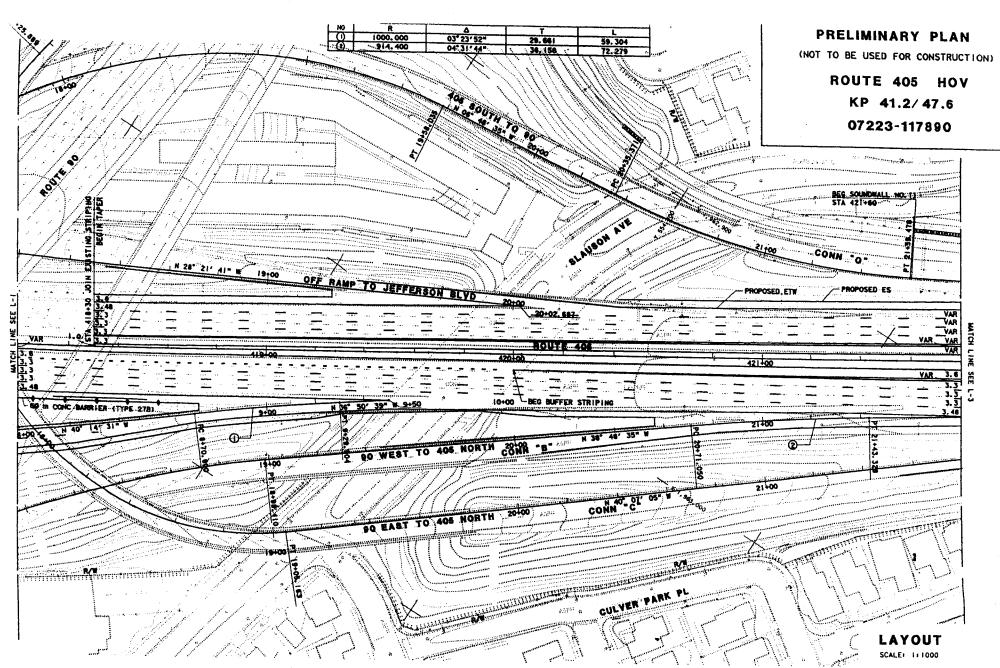
TMP Traffic Management Plan
TOPS Traffic Operations Strategies

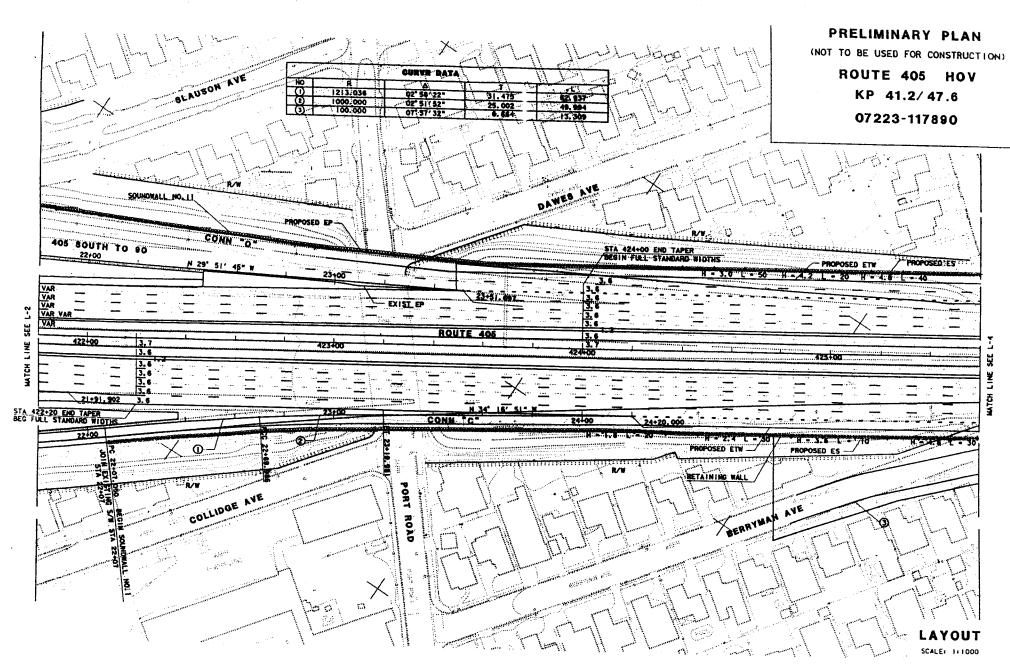
vph Vehicles per Hour

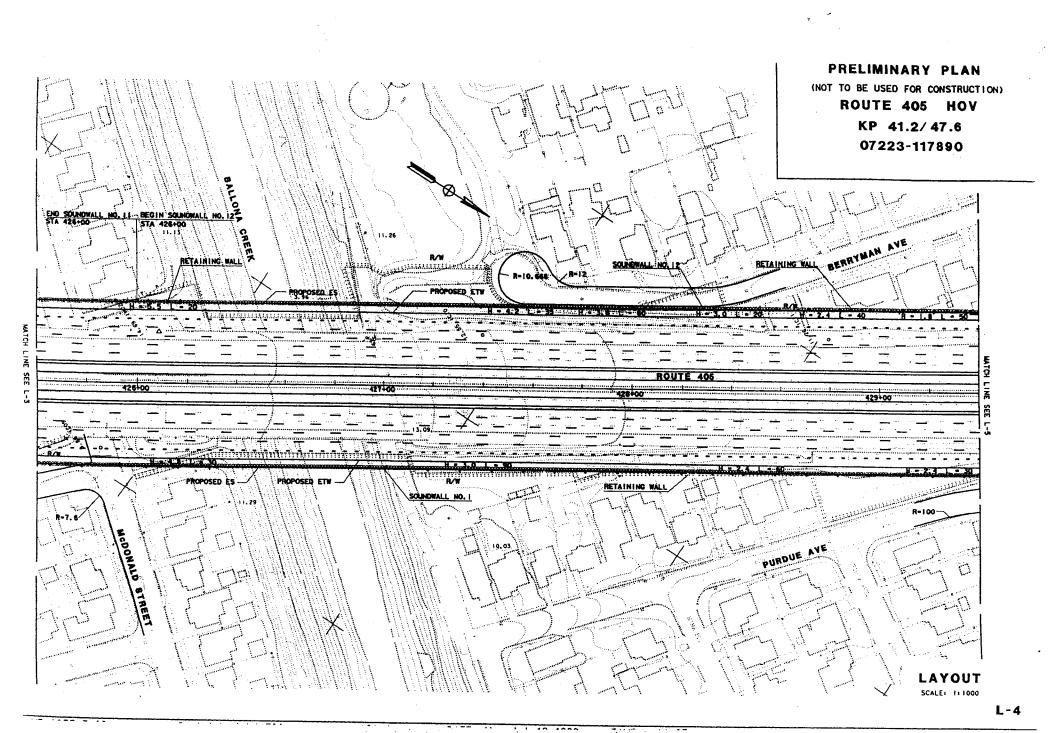
WPCP Water Pollution Control Plan

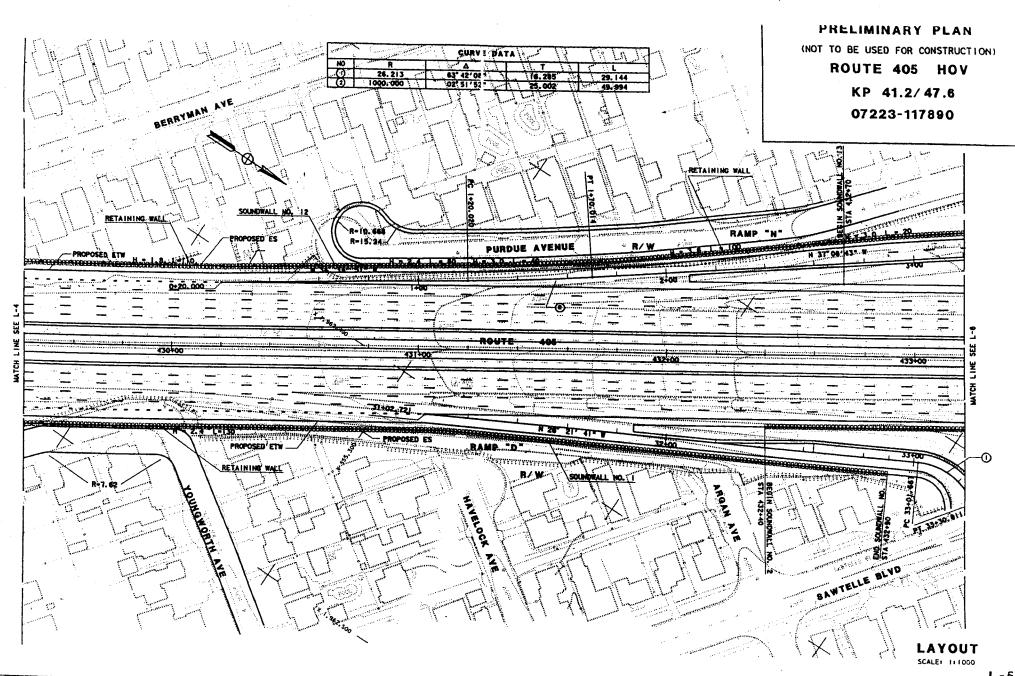
Appendix B – Layout Sections of Ultimate Width HOV Facility (Alternative 3a)

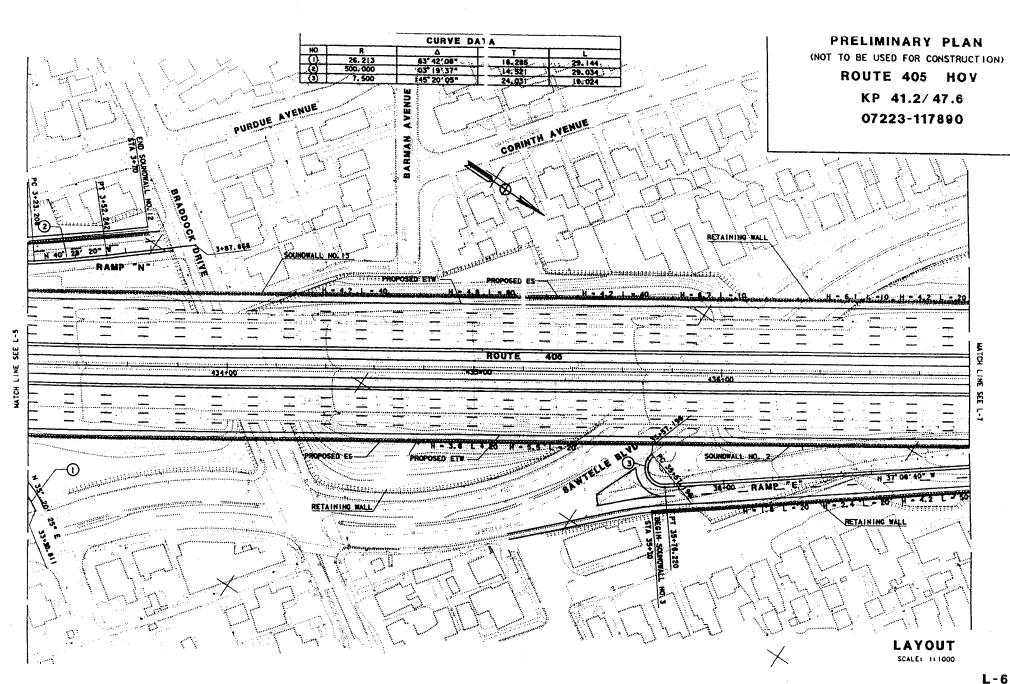


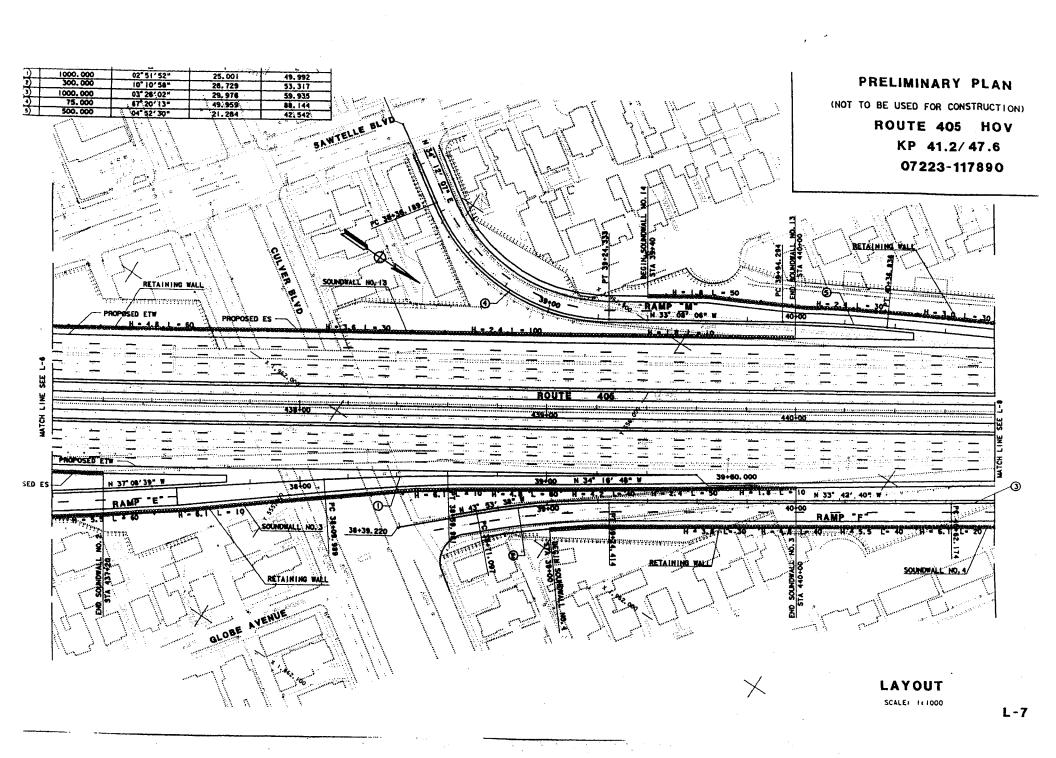


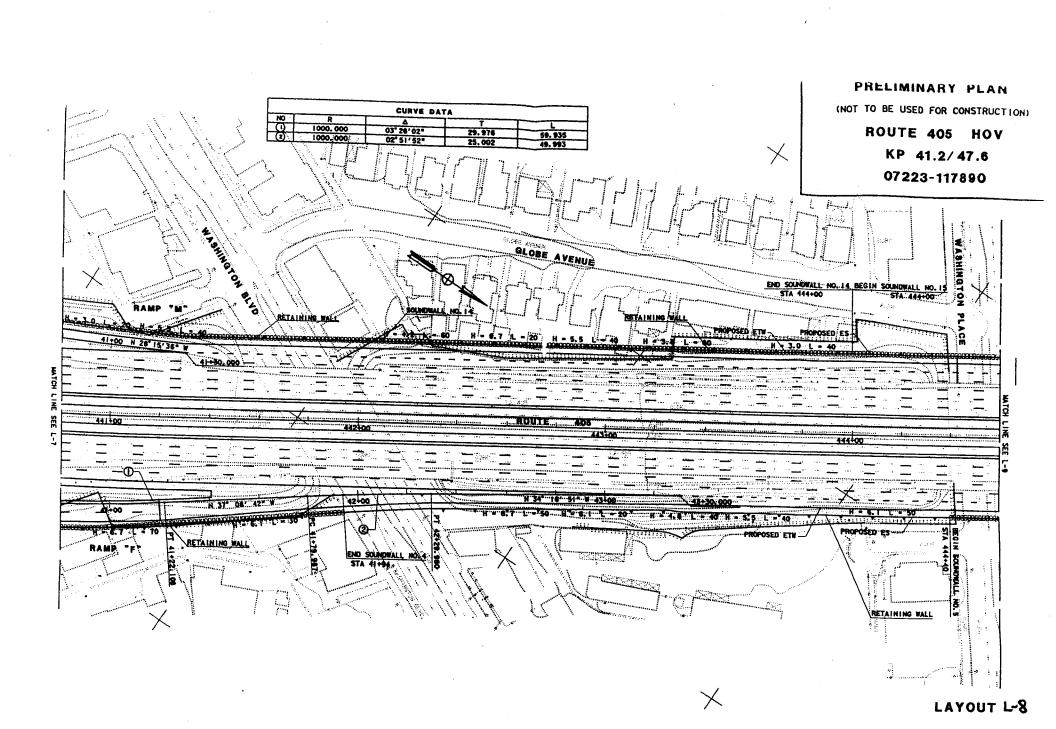


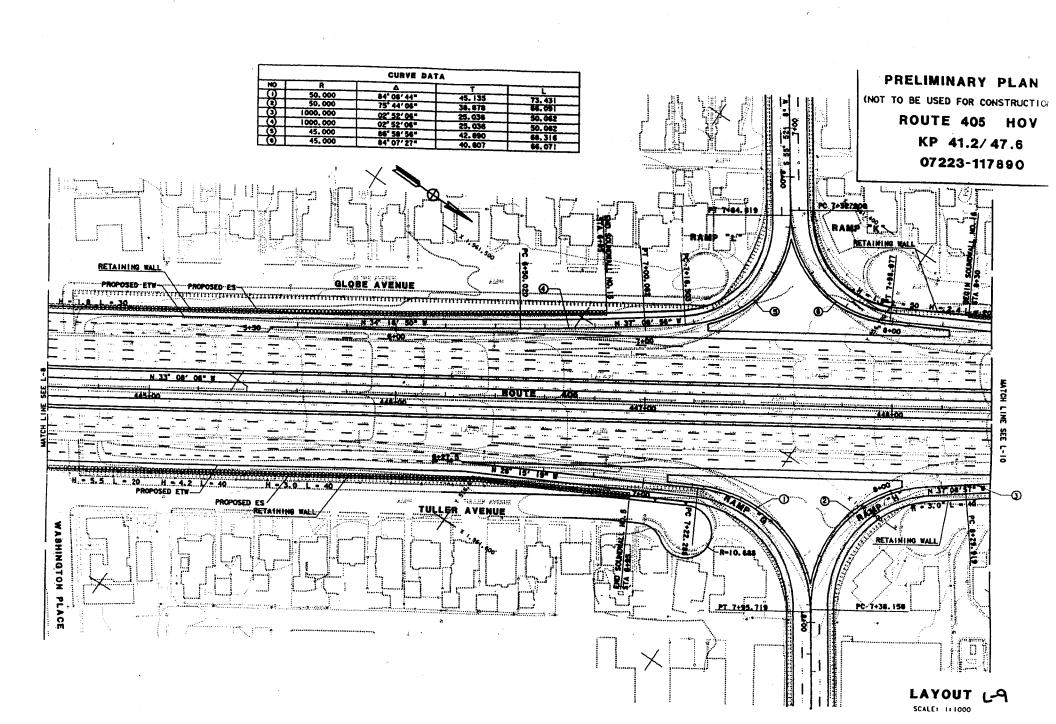


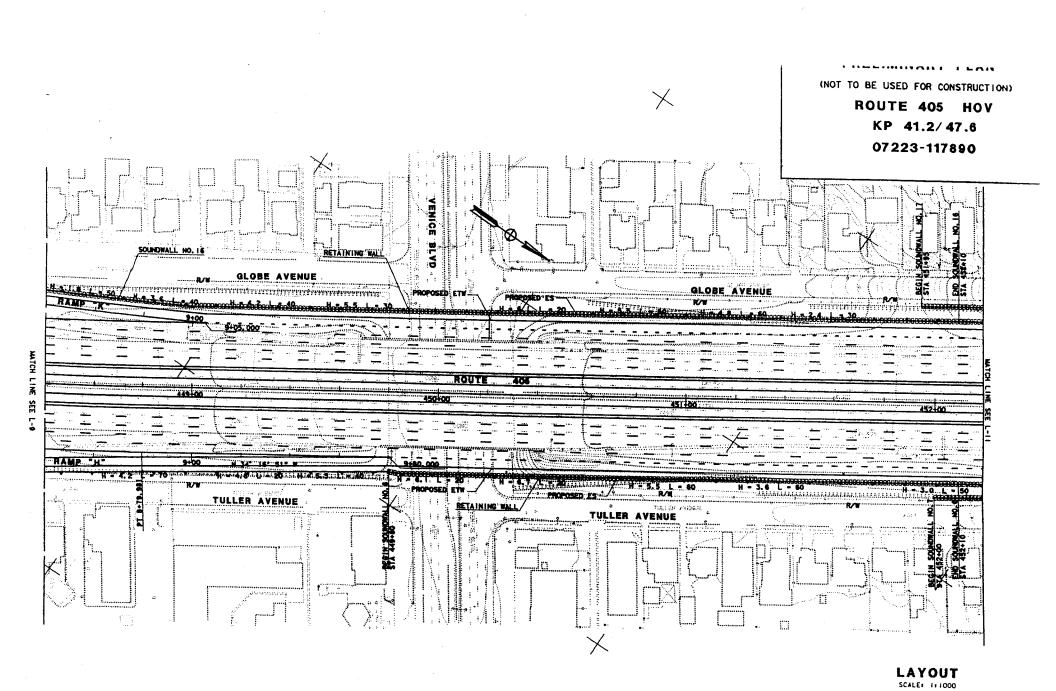


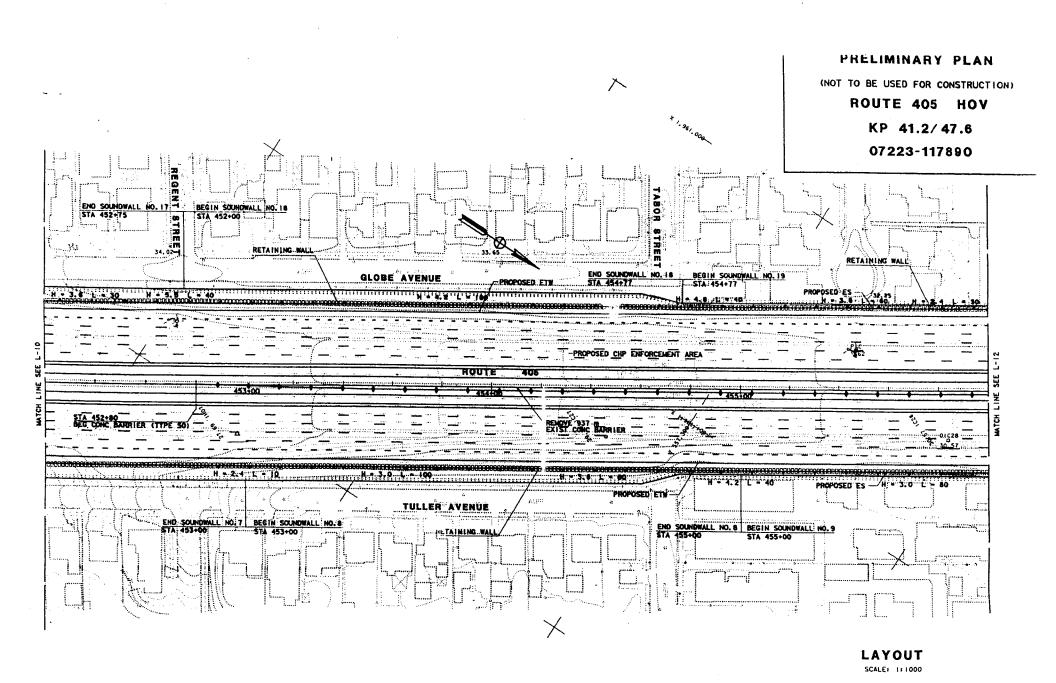


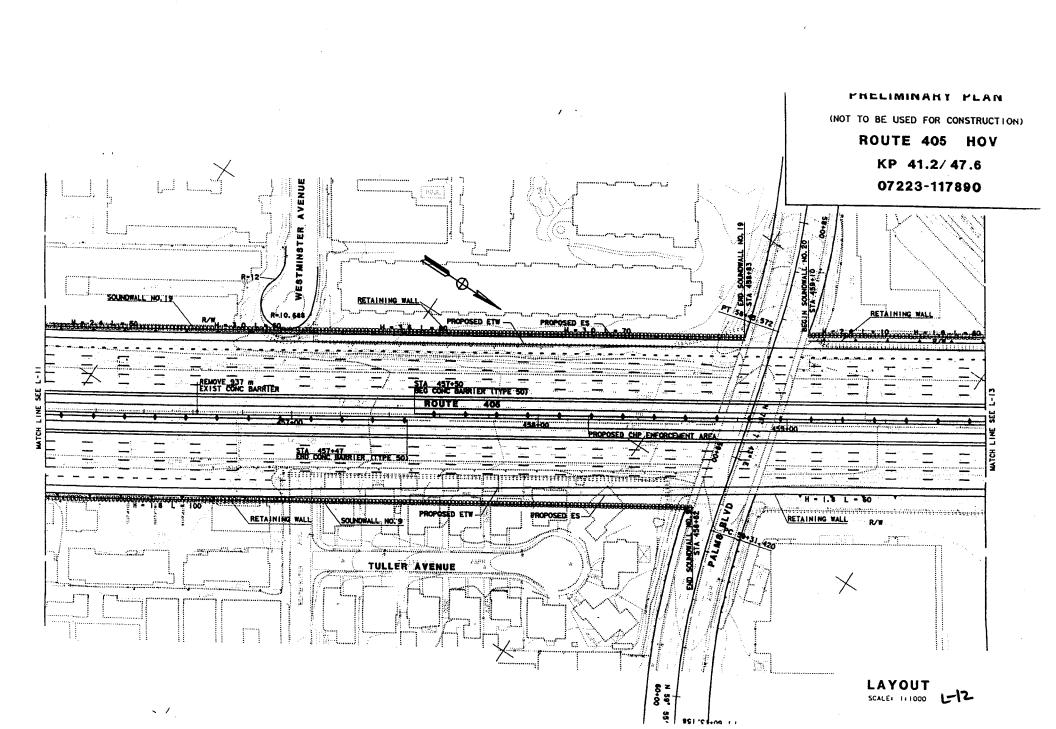


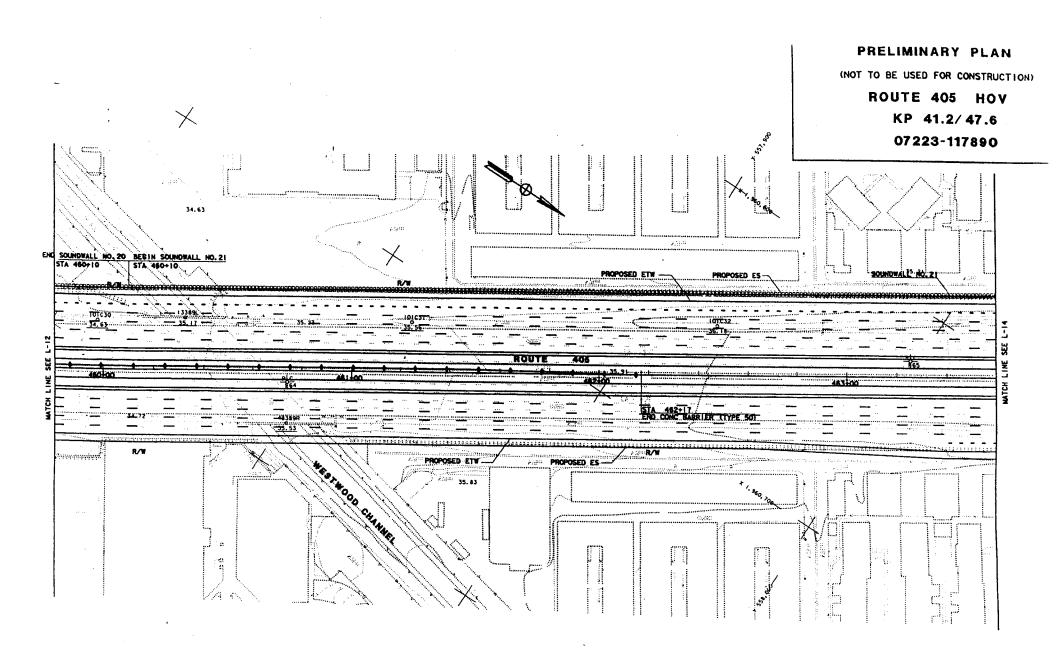




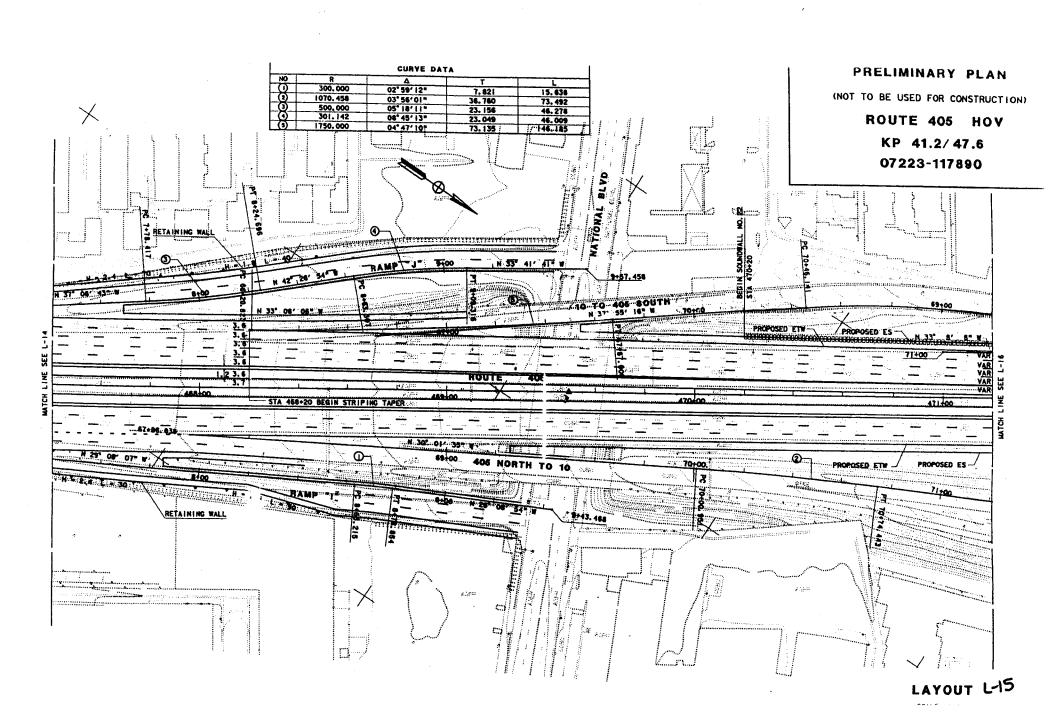


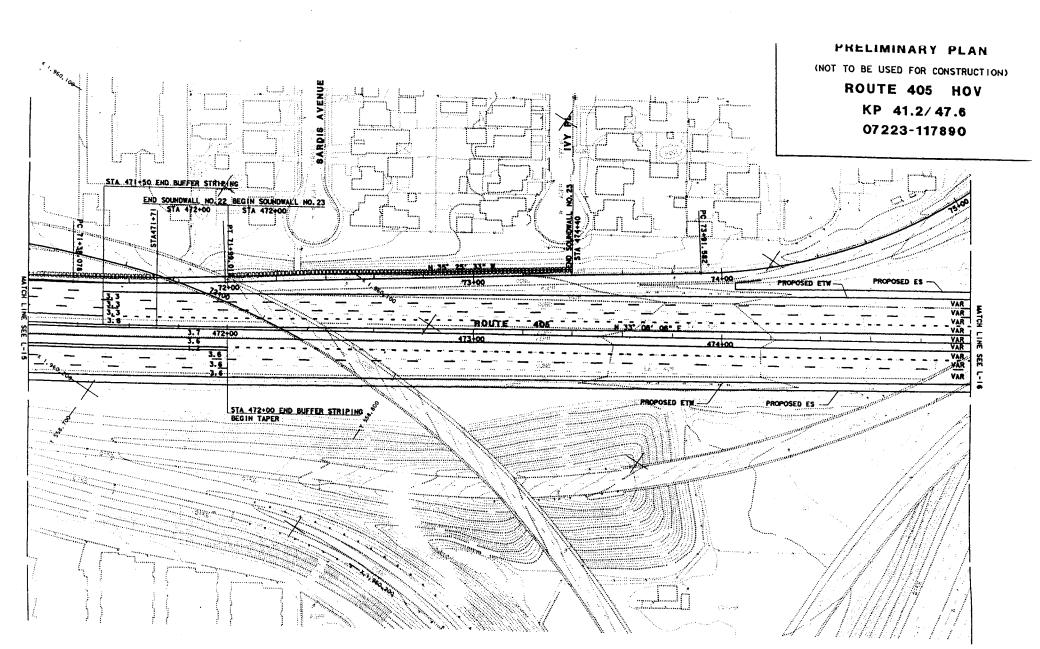






PRELIMINARY PLAN (NOT TO BE USED FOR CONSTRUCTION) CURVE DATA ROUTE 405 HOV O2° 51 ' 52" 1000.000 KP 41.2/47.6 07223-117890 RETAINING WALL PROPOSED ETW ... LAYOUT SCALE: 1: 1000



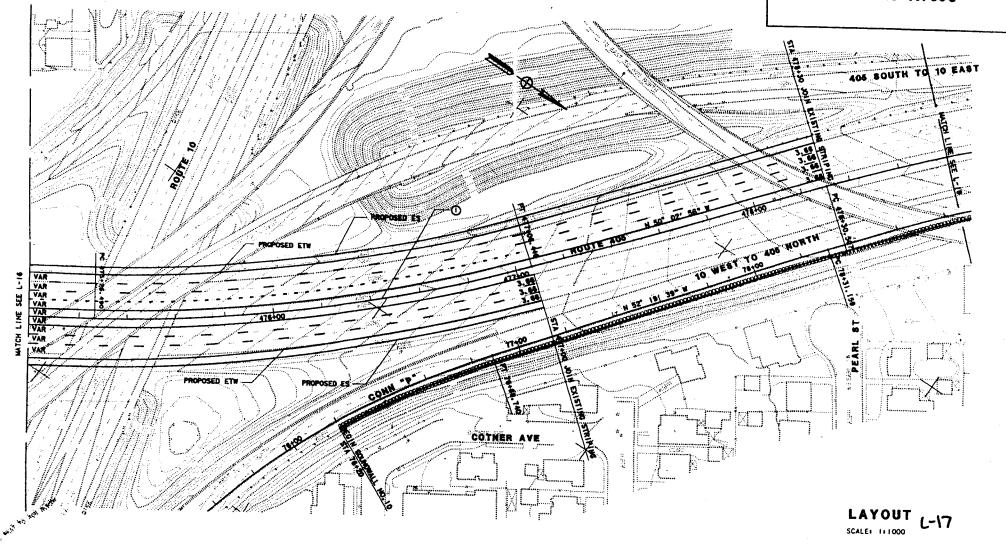


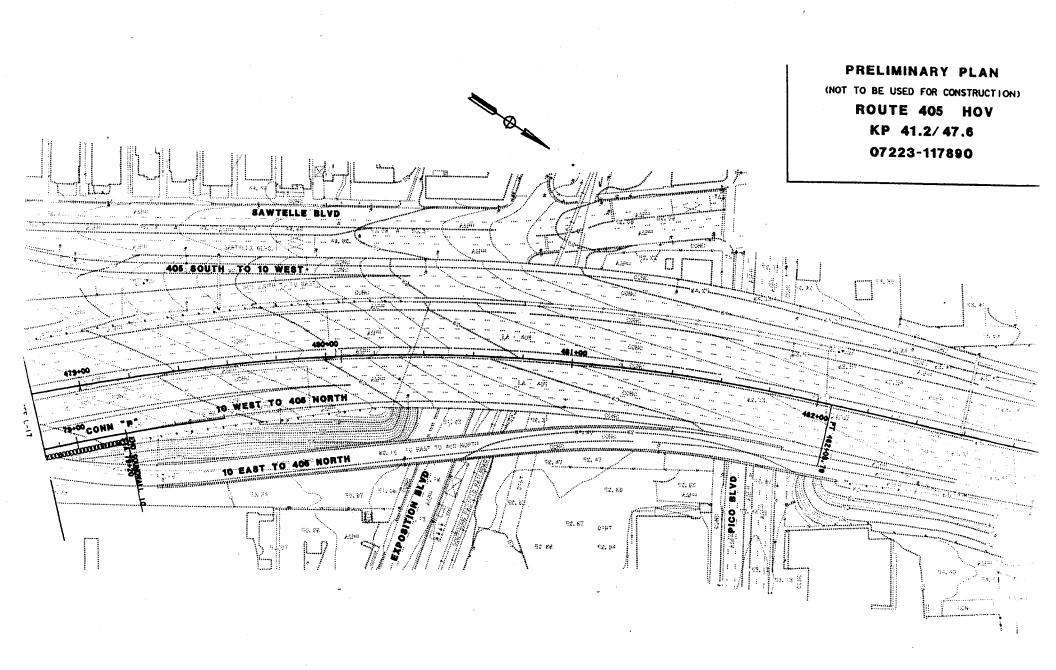
(NOT TO BE USED FOR CONSTRUCTION)

ROUTE 405 HOV

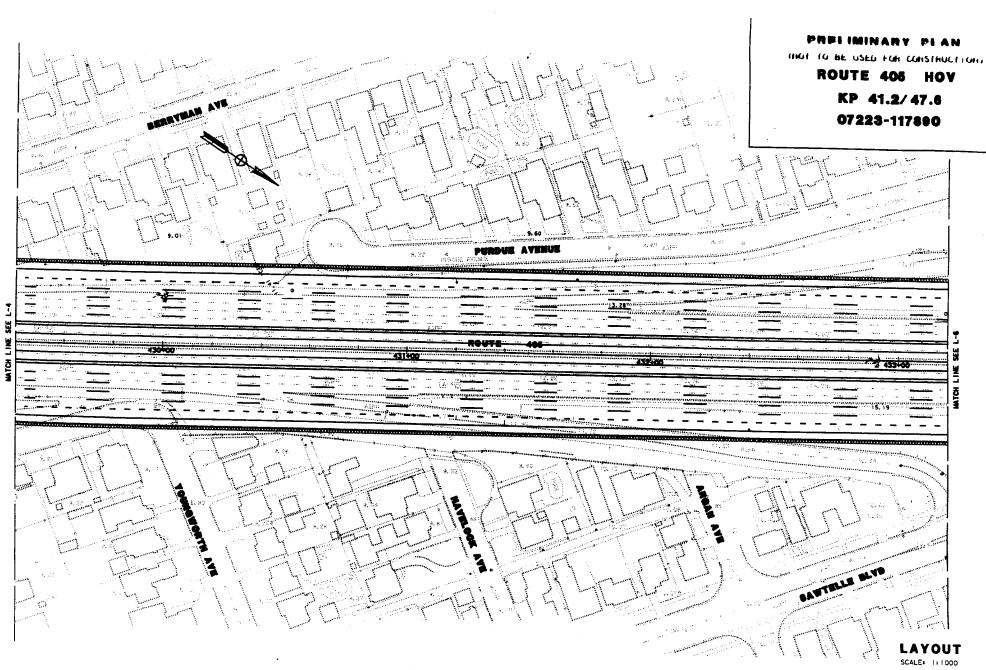
KP 41.2/47.6

07223-117890

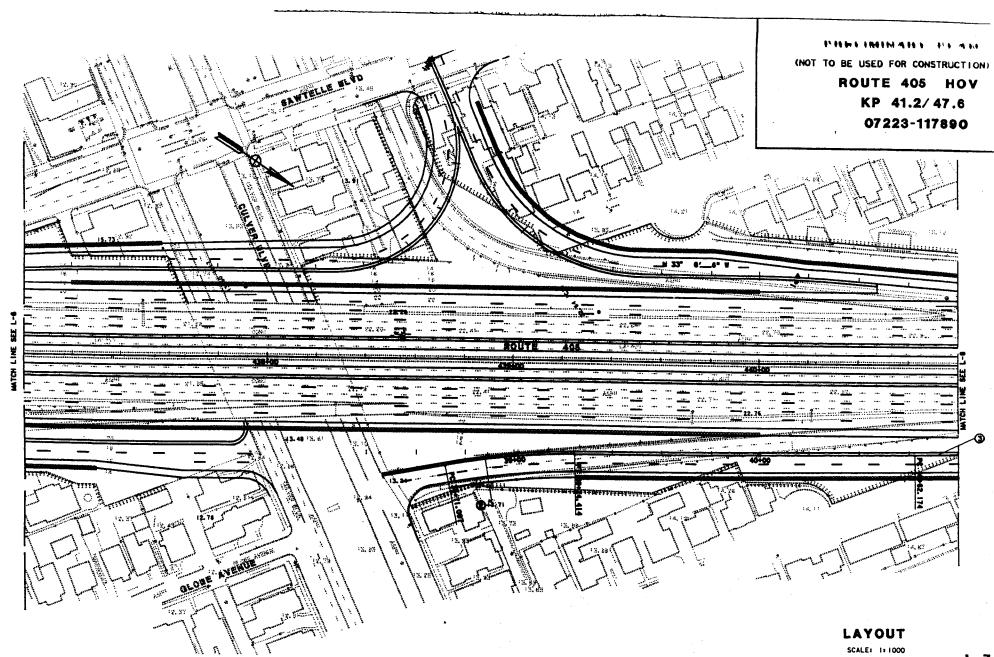


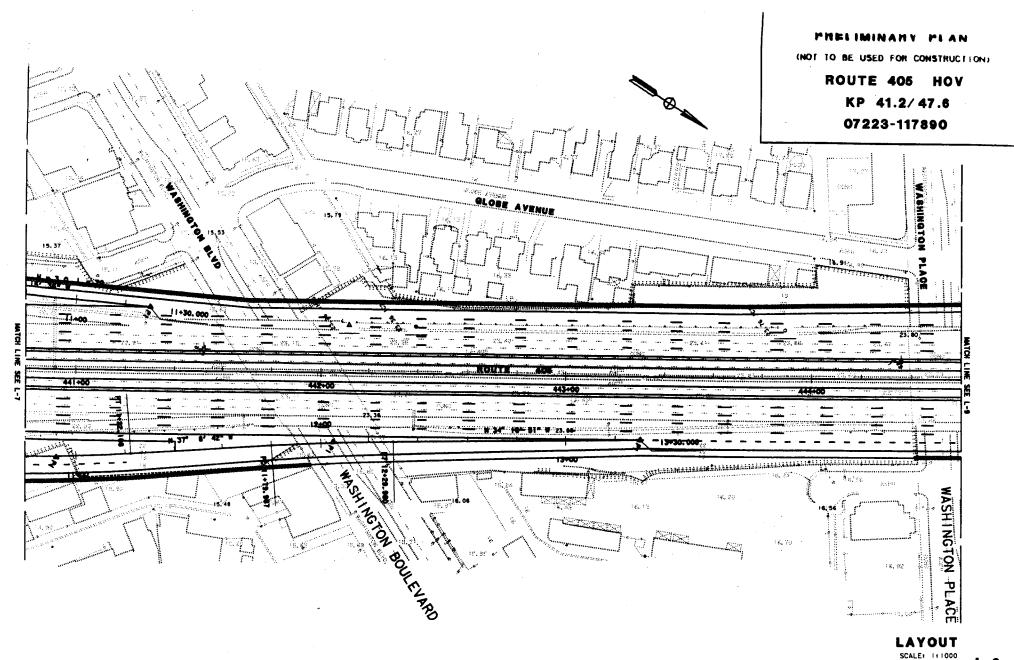


Appendix C – Layout Sections of Ultimate Width HOV Facility with Ramp Consolidation (Alternative 3b)

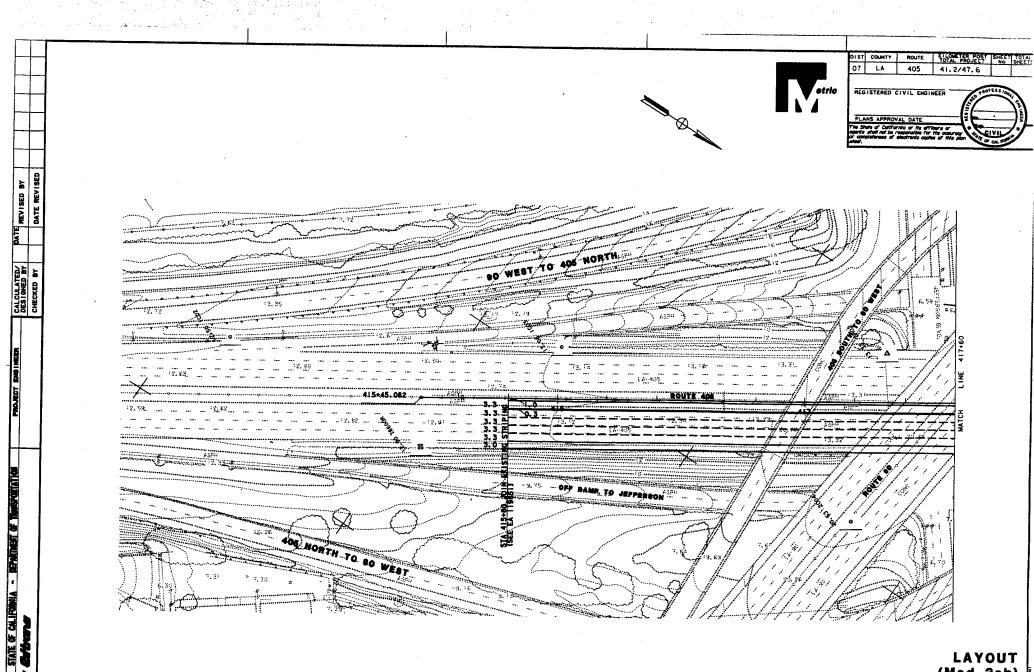


PRELIMINARY PLAN INOT TO BE USED FOR CONSTRUCTIONS ROUTE 405 HOV AVENUE KP 41.2/47.6 07223-117890 LAYOUT SCALE: 1:1000

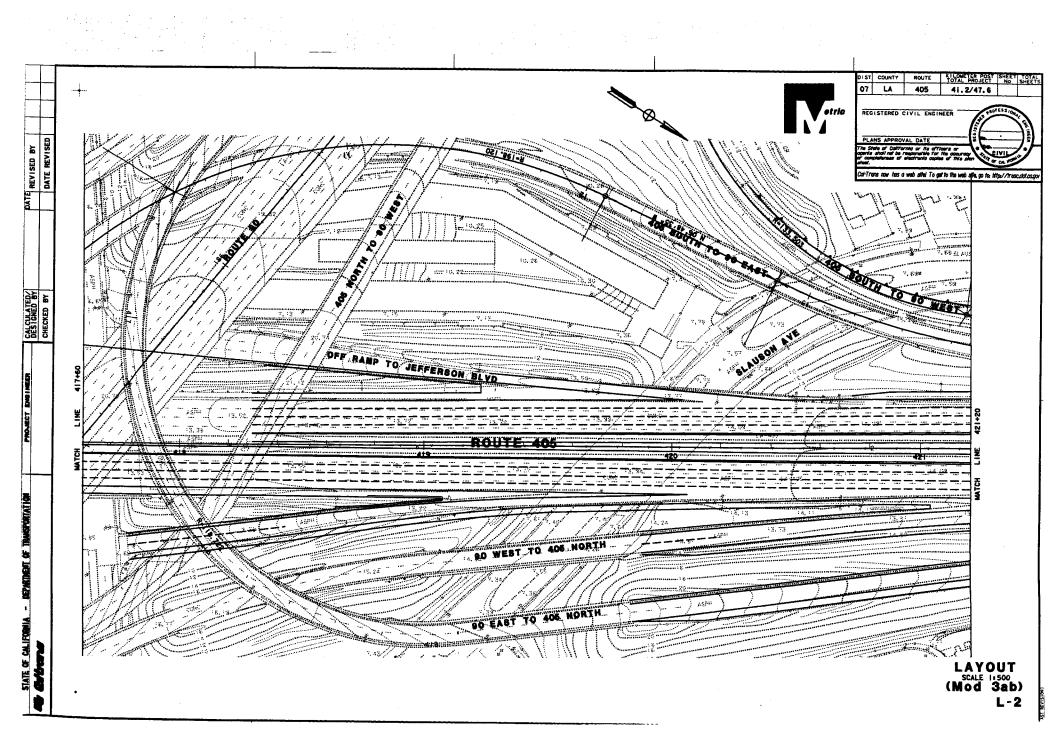


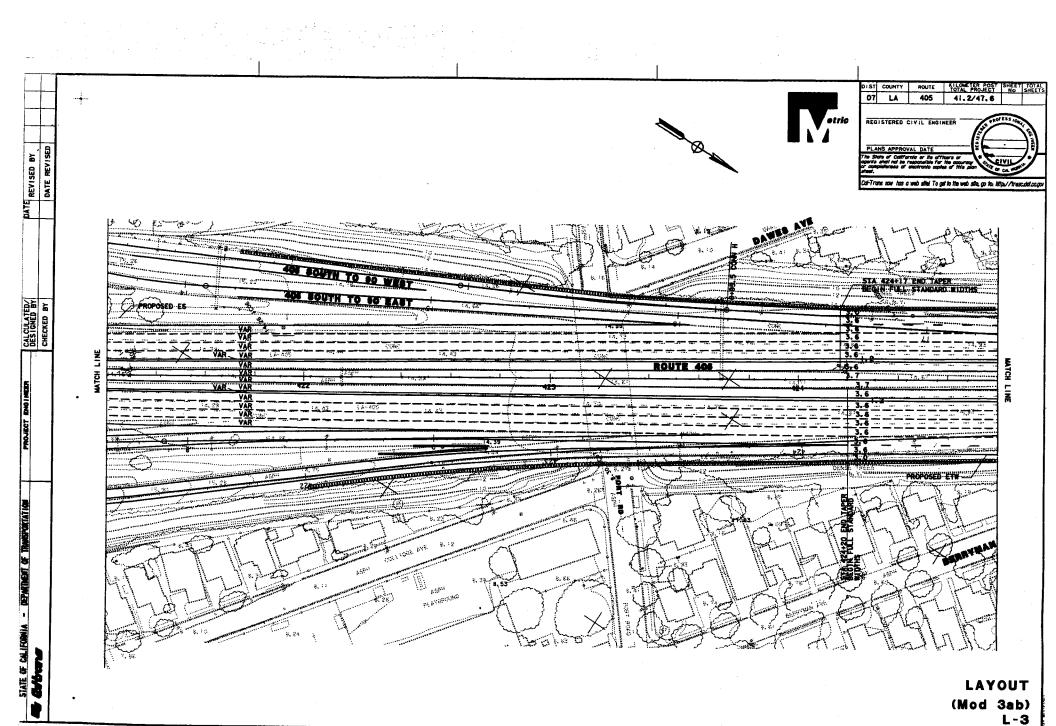


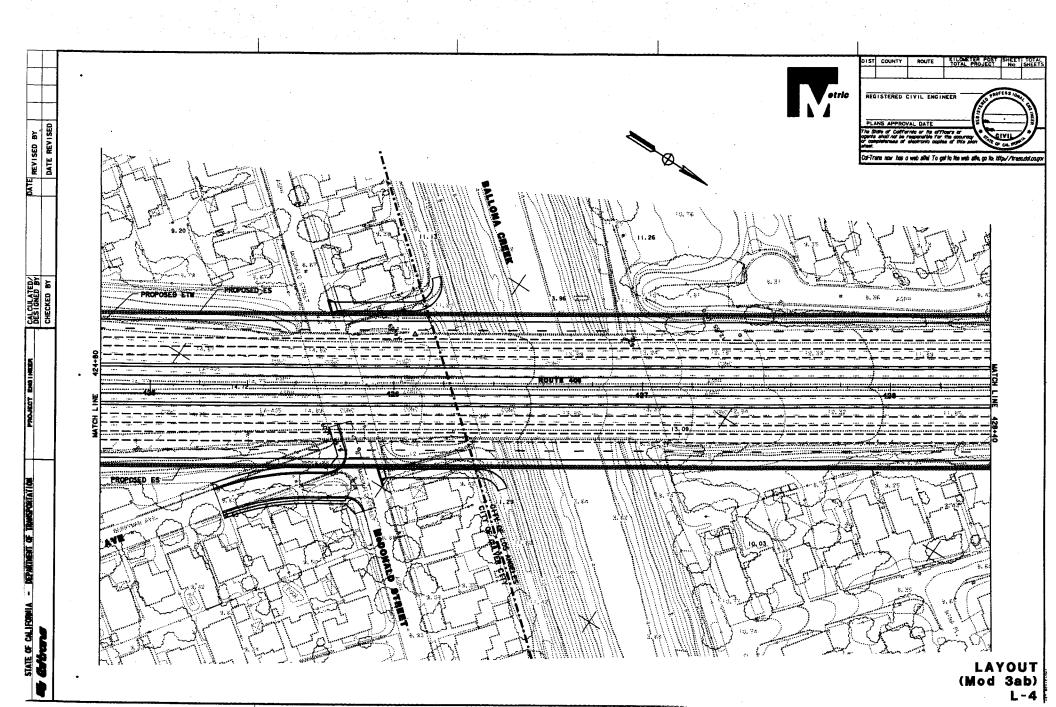
Appendix D – Layout Sections of Ultimate Width HOV Facility with Ramp Consolidation II (Modified Alternative 3ab)

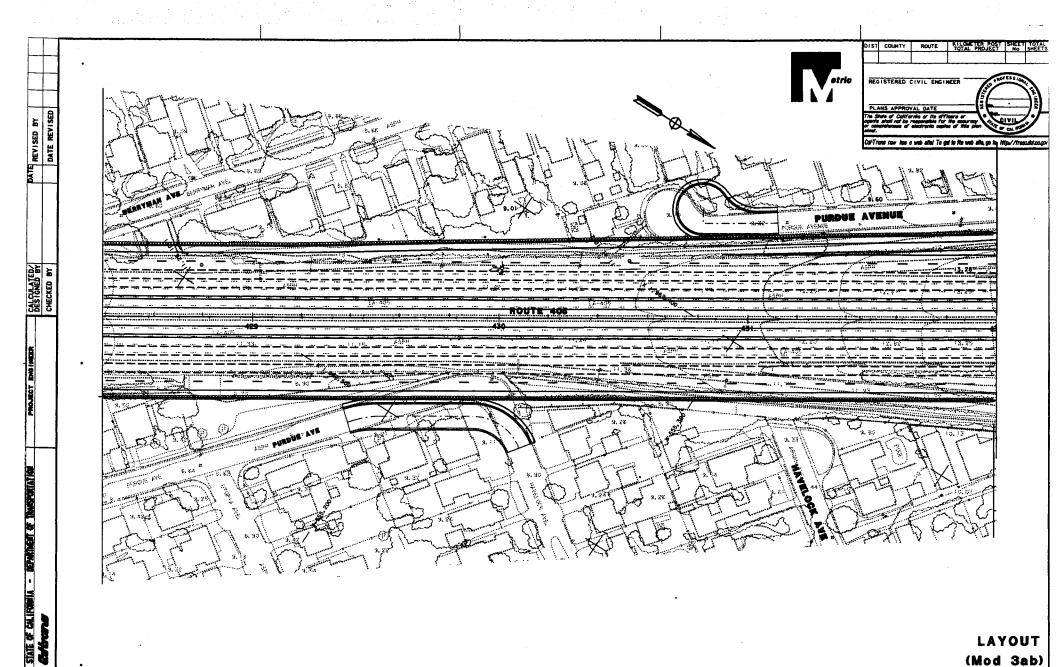


LAYOUT (Mod 3ab)

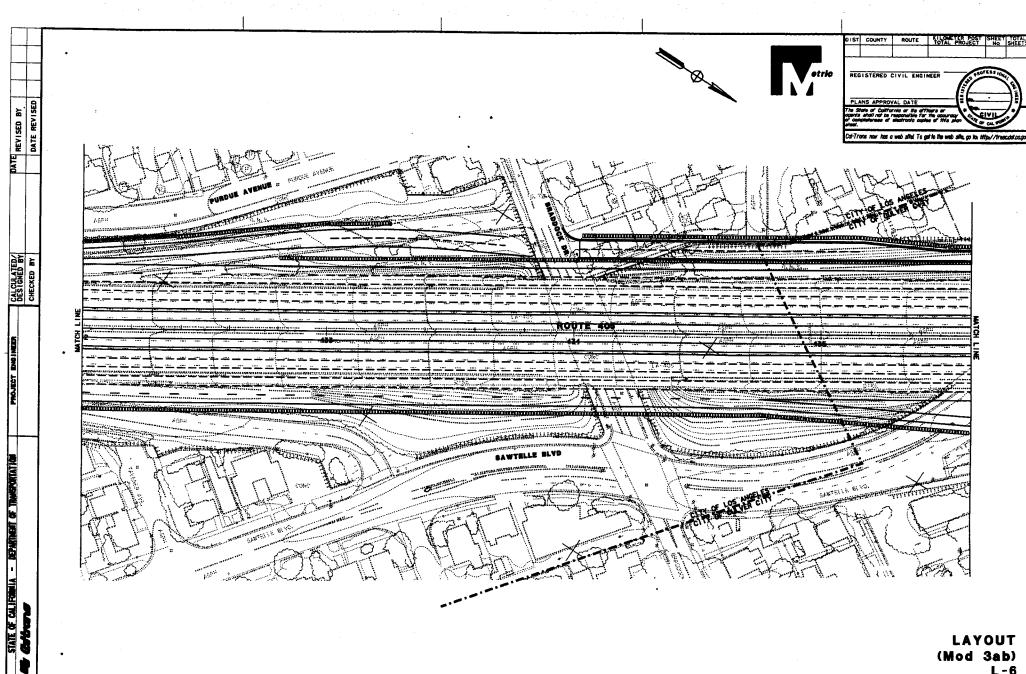


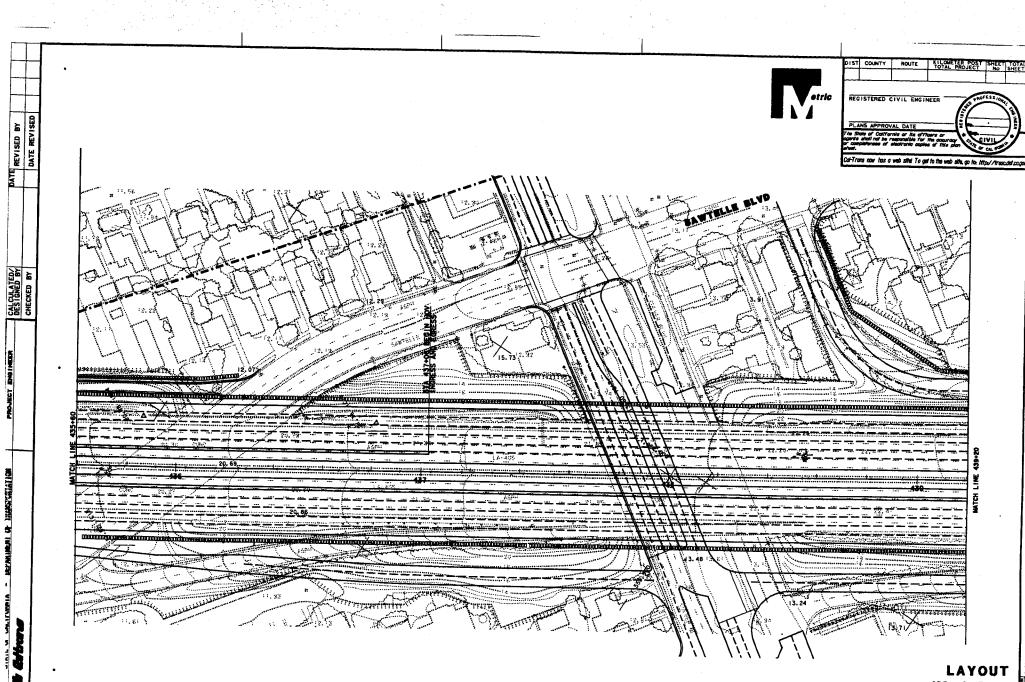




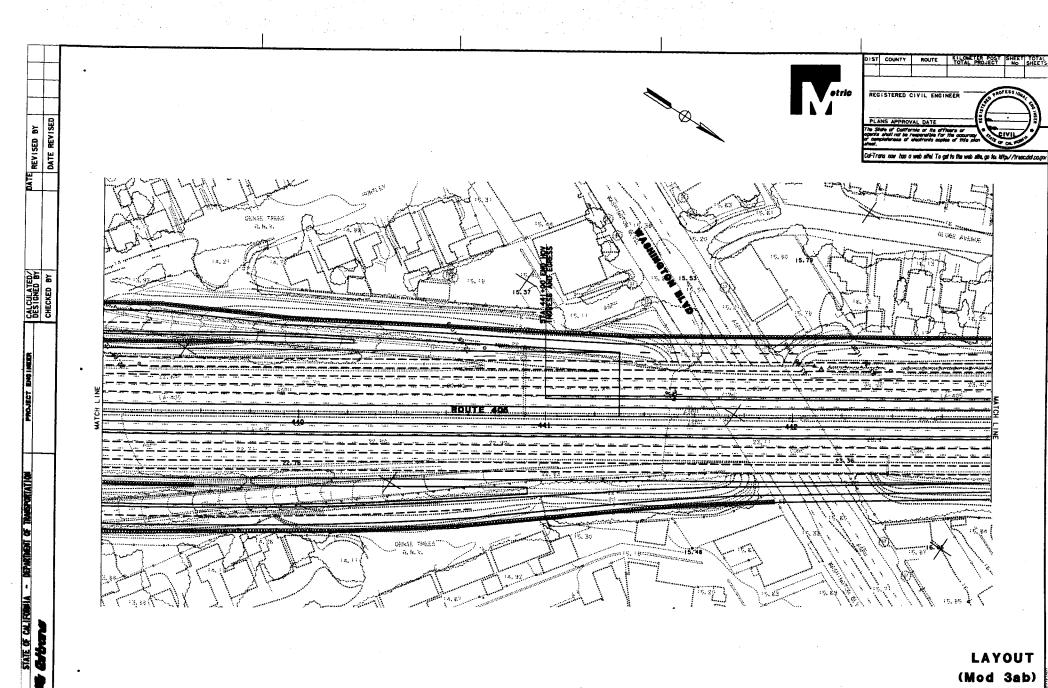


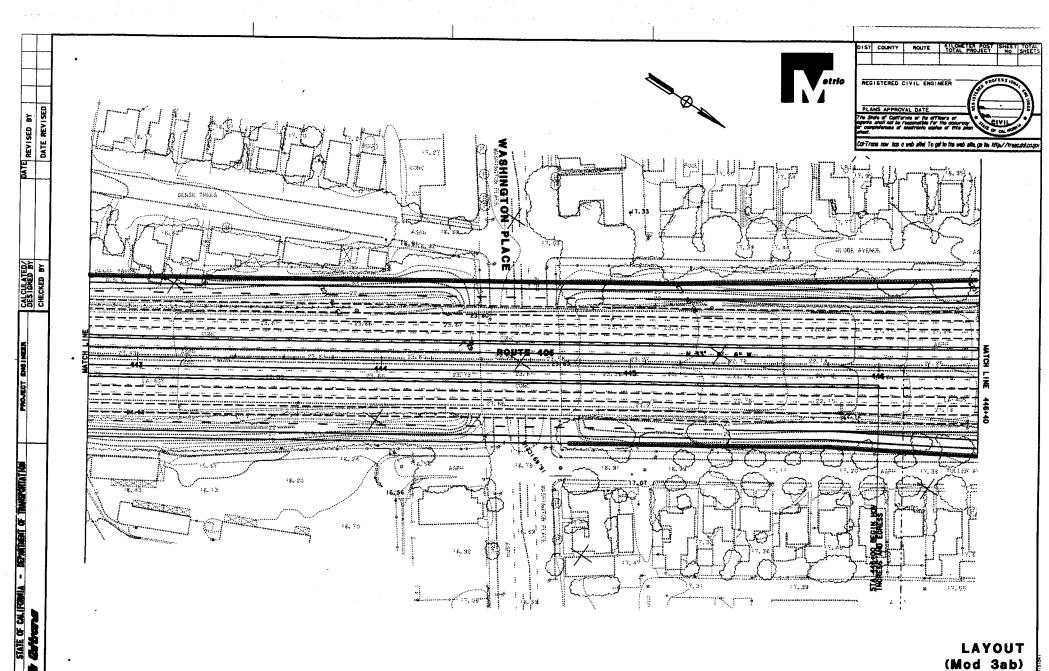
LAYOUT (Mod 3ab)



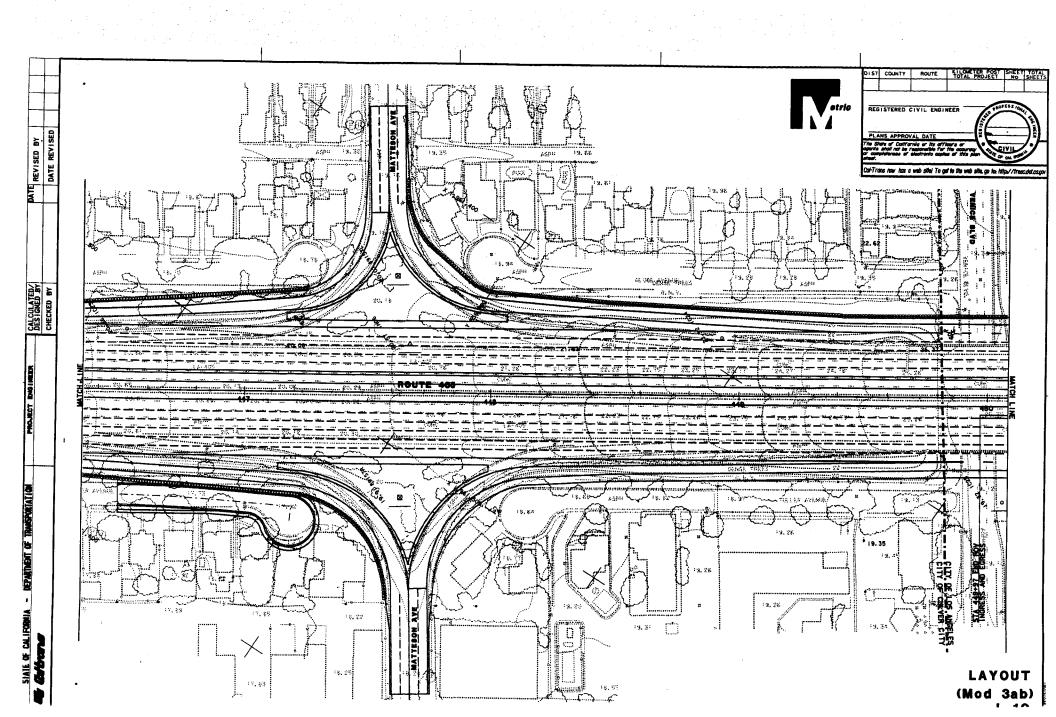


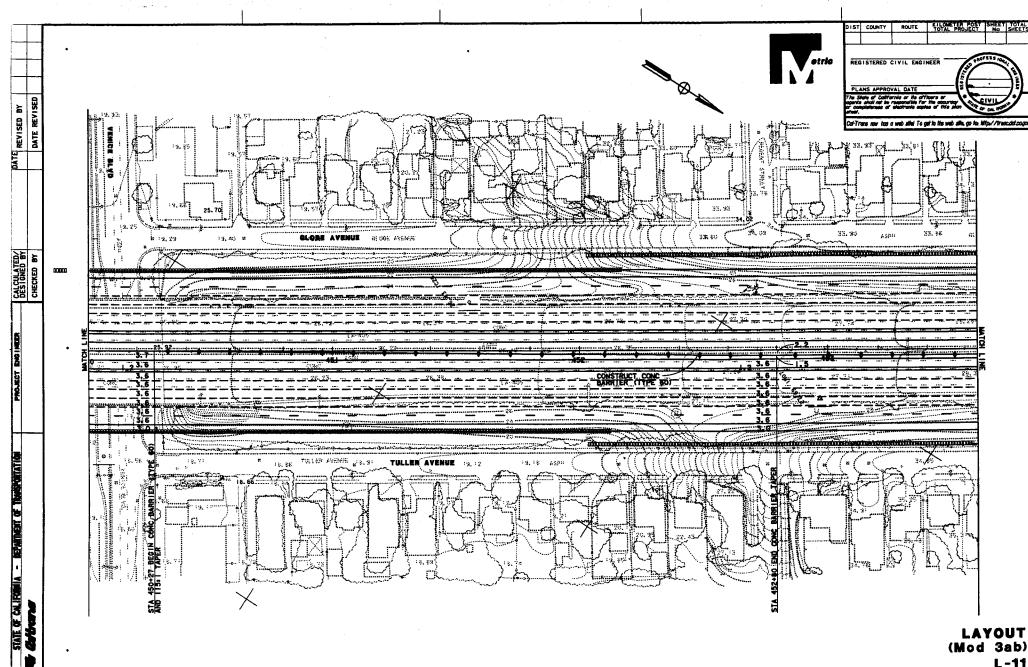
LAYOUT (Mod 3ab)





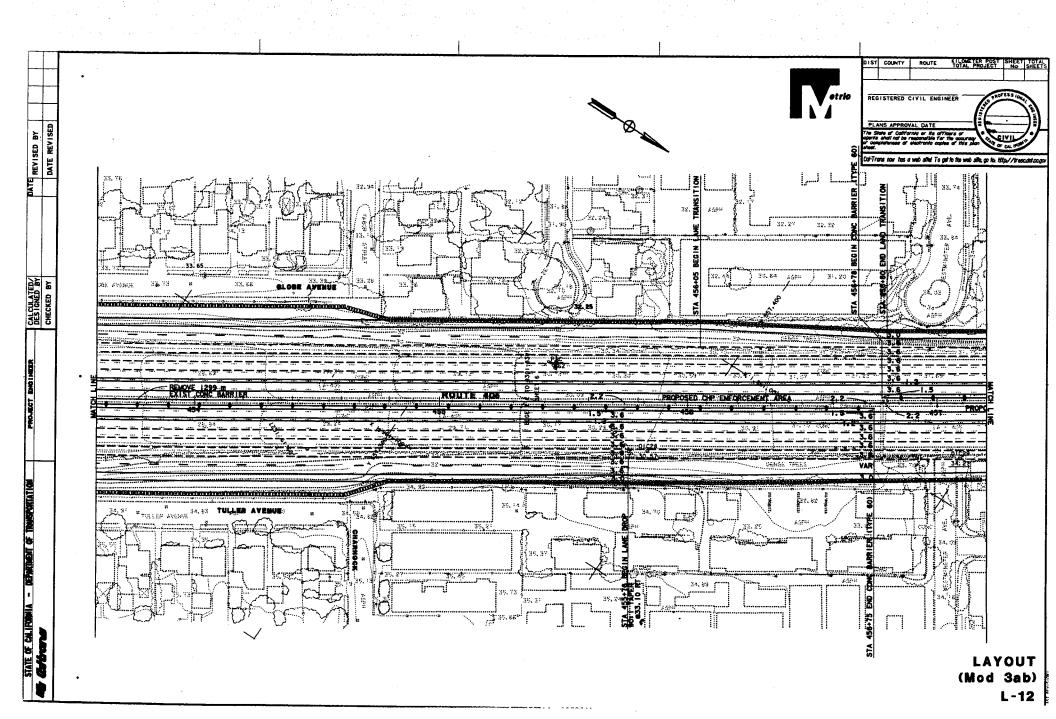
LAYOUT (Mod 3ab) L-9

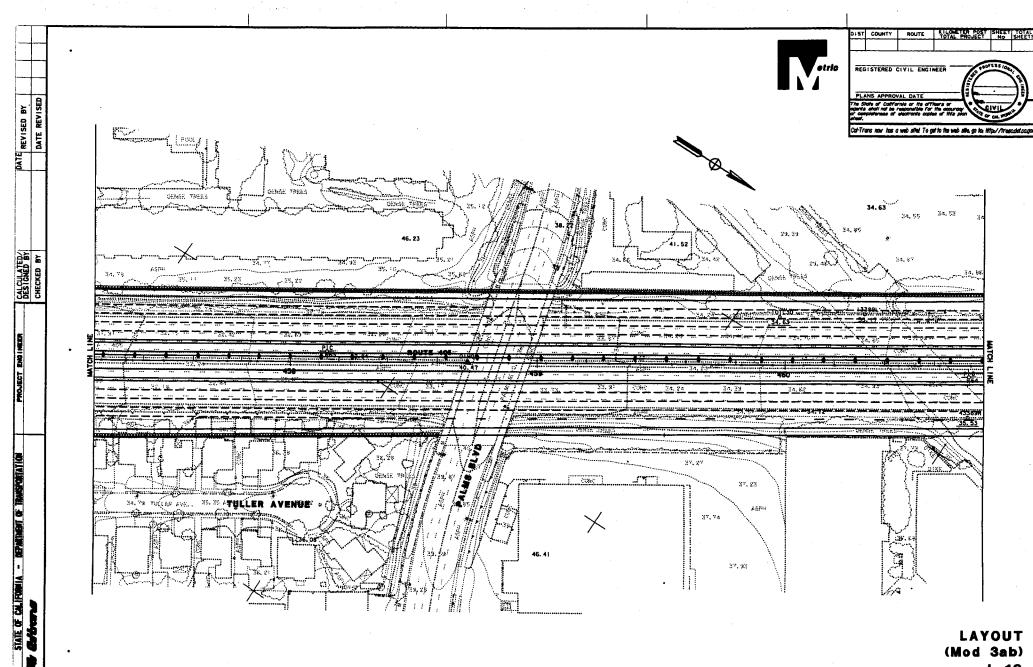




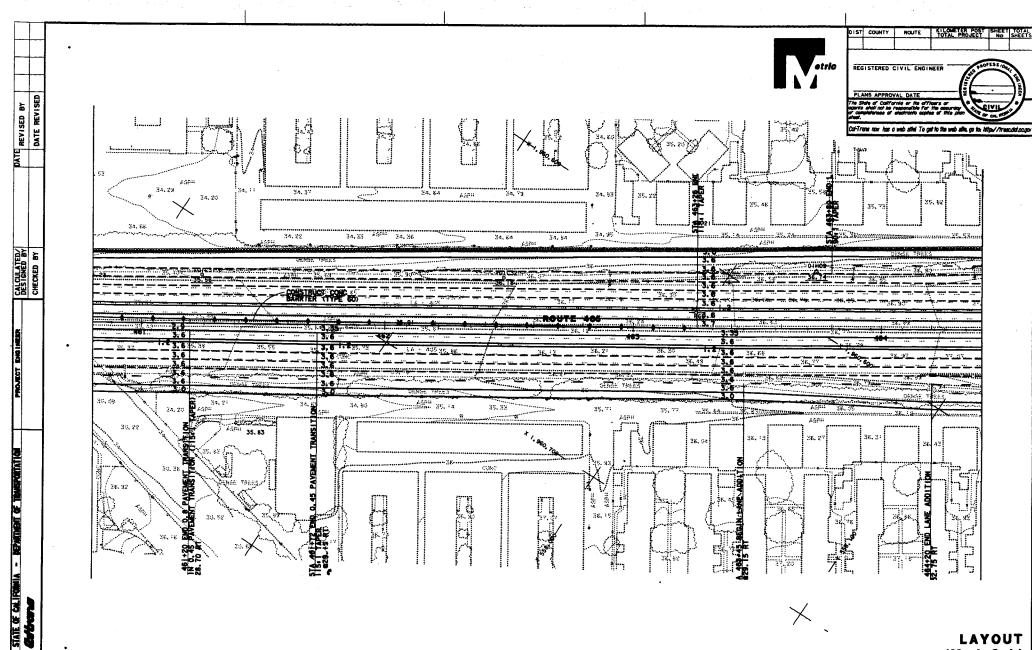
LAYOUT (Mod 3ab)

L-11

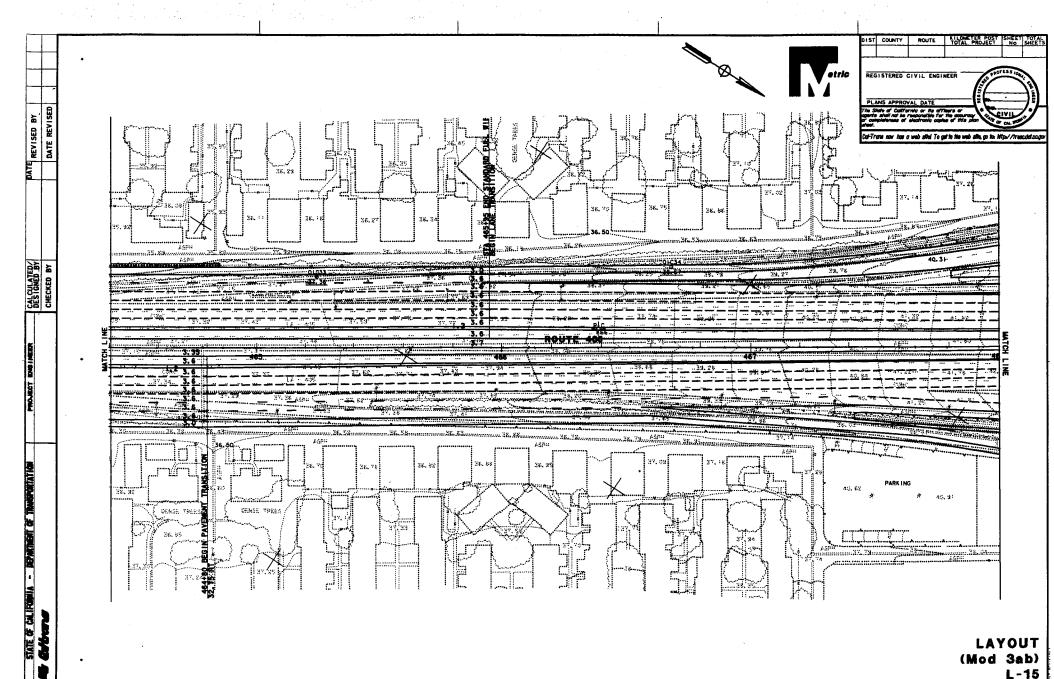




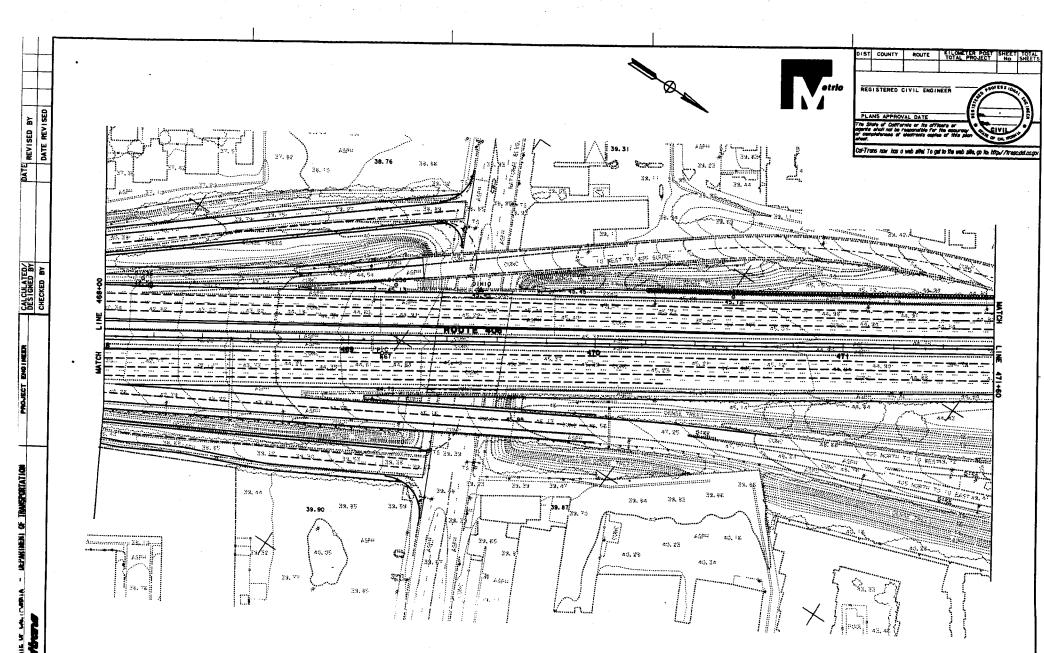
LAYOUT (Mod 3ab) L-13 F



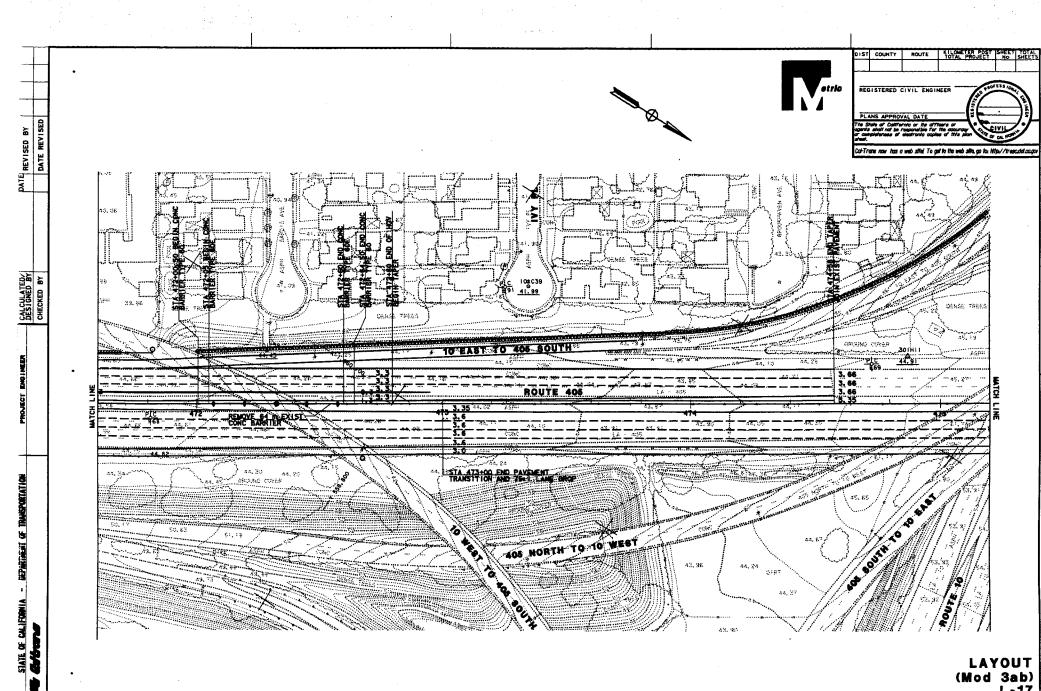
LAYOUT (Mod 3ab) L-14

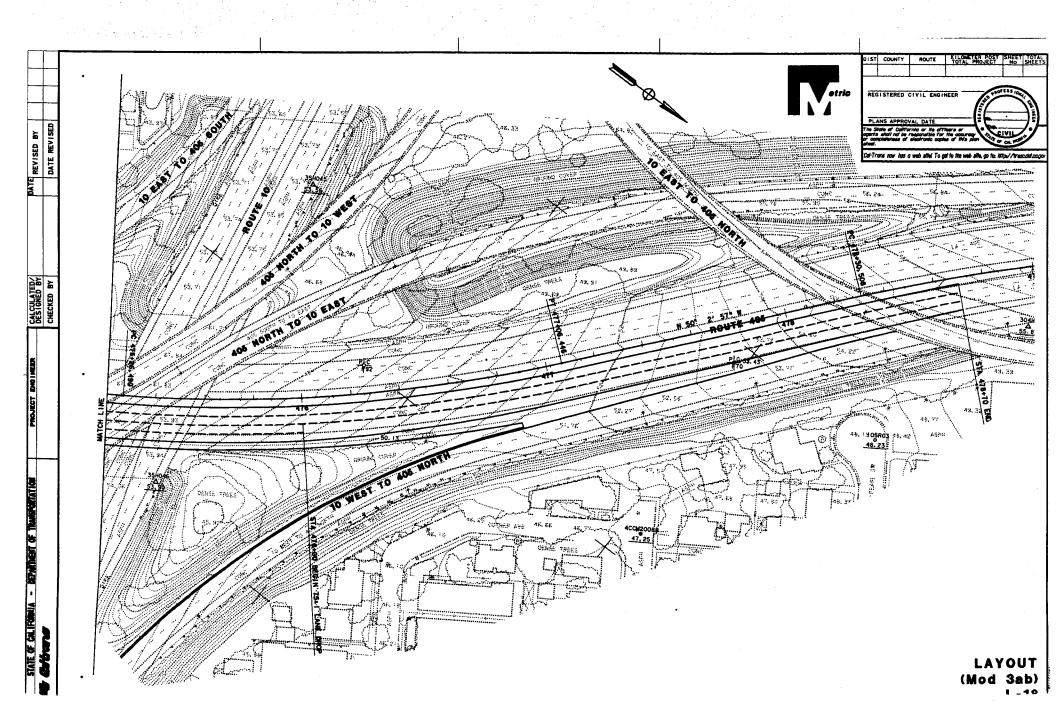


LAYOUT (Mod 3ab) L-15

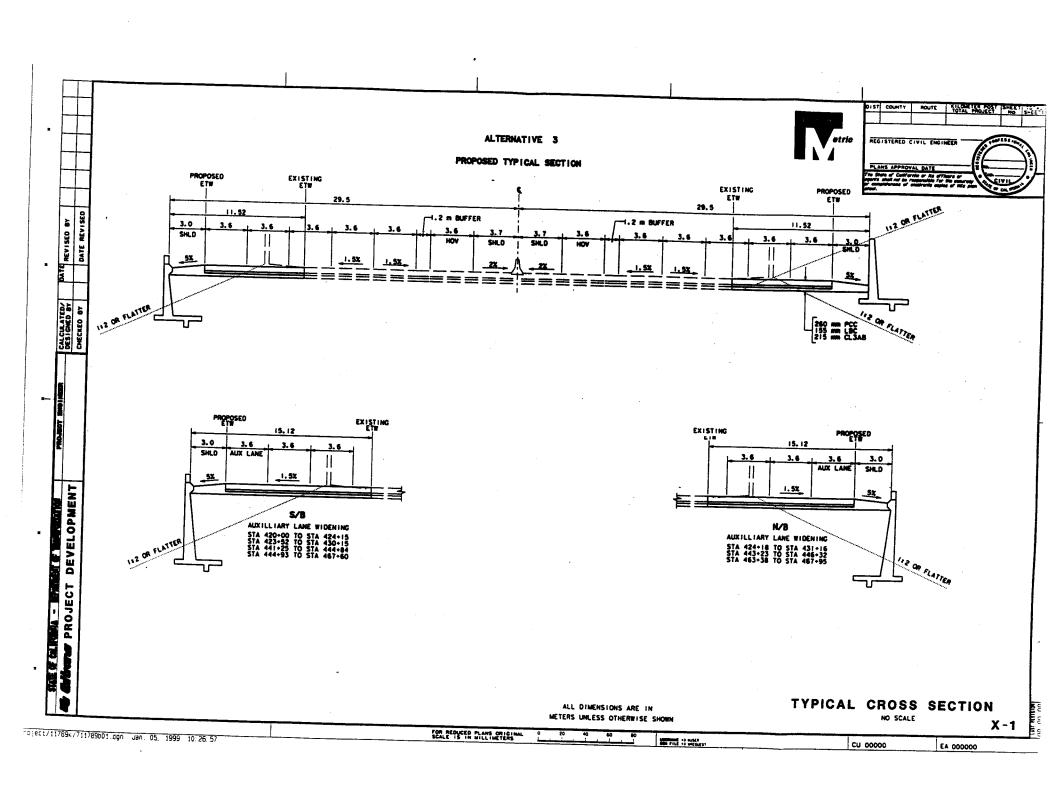


LAYOUT (Mod 3ab)





Appendix E-Typical Cross Sections (Alternatives 3a, 3b, and Mod. Alt. 3ab)



Appendix F – Proposed Soundwall Locations and Leq for Various Soundwall Heights

NOISE TABLE SUMMARY OF RESULTS

LA-405 KP41.2/47.6 **ROUTE 90 TO ROUTE 10**

< REVISED >

Site #	Direction	Limits	Begin/End Wall Stations	Reference Elevation	Existing Noise Level	Predicted Noise Levels for the Year 2020						
							Barrier Height Alternatives					
						No Wall	[8'] 2.44m	[10'] 3.05m	[12'] 3.66m	[14'] 4.27m	[16'] 4.88m	
S-1	N/B	Slauson Ave./S/O Port Rd.	19+00 conn 'c' to 22+07 conn 'c'.		58**			59**	Existing	oundwall to rema		
S-2	N/B	S/O Port Rd./ Ballona Creek	22+07 conn. 'c' to 427+00 fwy	ETW	63.4**	·71	68	67	65*	(64)	63	
S-3 & S-3A	N/B	Ballona Creek/ Braddock Dr.	427+00 fwy to 4+80 Ramp	ETW	62.5** 67**	74 77	71 72	69 70	68* 68*	(67) (67)	6 5	
A1	N/B	Braddock Dr./ S/O Culver Bl. S.	4+80 Ramp to 7+25 Ramp	ETW	64**	70	66*	65	64	(63)	63	
C & S-4B	111/17	N/O Sawtelle Bl./ N/O Culver Bl. N.	436+80 Fwy to 440+00 Fwy	ETW	68 69	71 73	67 72	66* 70	65 68*	(64) (67)	64 66	
				·					·		!	

R/W Right of way

ETW Edge of Traveled Way

- Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor
- Noise Level Behind Existing Soundwall
- Minimum required attenuated noise level. ()

NOISE TABLE SUMMARY OF RESULTS

LA-405 KP41.2/47.6 ROUTE 90 TO ROUTE 10

< REVISED >

Direction	Limits		Reference Elevation	Existing Noise Level	Aug-9 Predicted Noise Levels for the Year 2020					
		Begin/End Wall Stations				Barrier Height Alternatives				
					No Wall	[8'] 2.44m	[10'] 3.05m	[12'] 3.66m	[14'] 4.27m	[16'] 4.88n
N/B	N/O Culver Blvd./ Washington Blvd.	9+00 Ramp to 41+94	ETW	61 67	71 72	65 67	65* 66*	(64) (65)	64 64	64 63
N/B	Washington Place to Matison Ave.	444+40 fwy to Join Br.8+35'g'	ETW	74	77	72	70	68*	(67)	66
N/B	Venice Blvd. to S/O Regent St.	449+80 fwy to 452+20	ETW	69	72	66	65*	(64)	63	62
		452+00 to 453+00	R/W	69	74	72	70*	69	67	(66)
N/B	N/O Regent St. to N/O Charnock St.	453+00 to 455+00	R/W	69	74	69	67*	66	(65)	64
		455+00 to 458+62	R/W	72	77	75	72	70*	69	(67)
	N/B N/B N/B N/B	N/B N/O Culver Blvd./ Washington Blvd. N/B Washington Place to Matison Ave. N/B Venice Blvd. to S/O Regent St. N/B S/O Regent St. to N/O Regent St. N/B N/O Regent St. to N/O Charnock St.	N/B N/O Culver Blvd./ Washington Blvd. N/B Washington Place to Matison Ave. N/B Venice Blvd. to S/O Regent St. N/B S/O Regent St. to N/O Regent St. N/B N/O Regent St. to N/O Regent St. N/B N/O Charnock St. N/B N/O Charnock St. N/B N/O Charnock St.	N/B N/O Culver Blvd./ Washington Blvd. 9+00 Ramp to 41+94 ETW N/B Washington Place to Matison Ave. Join Br.8+35'g' N/B Venice Blvd. to S/O Regent St. 449+80 fwy to 452+20 N/B S/O Regent St. to N/O Regent St. 452+00 to 453+00 N/B N/O Regent St. to N/O Charnock St. 455+00 to R/W N/B N/O Charnock St. 455+00 to R/W	N/B N/O Regent St. to N/O Charnock St. A55+00 to N/O Charnock St. A55+00 to R/W Reference Elevation Reference Reference Elevation Reference Referenc	Direction Limits Begin/End Wall Stations Reference Elevation Existing Noise Level No Wall N/B N/O Culver Blvd./ Washington Blvd. 9+00 Ramp to 41+94 ETW 61 67 72 71 67 72 N/B Washington Place to Matison Ave. 444+40 fwy to Join Br.8+35'g' ETW 74 77 N/B Venice Blvd. to S/O Regent St. 449+80 fwy to 452+20 ETW 69 72 N/B S/O Regent St. to N/O Regent St. to N/O Regent St. 452+00 to 453+00 R/W 69 74 N/B N/O Regent St. to N/O Charnock St. 453+00 to 455+00 R/W 69 74 N/B N/O Charnock St. 455+00 to R/W 72 77	Direction Limits Begin/End Wall Stations Reference Elevation Existing Level No Wall [8] N/B N/O Culver Blvd./ Washington Blvd. 9+00 Ramp to 41+94 ETW 61 67 71 65 67 N/B Washington Place to Matison Ave. 444+40 fwy to Join Br.8+35'g' ETW 74 77 72 N/B Venice Blvd. to S/O Regent St. 449+80 fwy to 452+20 ETW 69 72 66 N/B S/O Regent St. to N/O Regent St. 452+00 to 453+00 R/W 69 74 72 N/B N/O Regent St. to N/O Charnock St. 453+00 to 455+00 R/W 69 74 69 N/B N/O Charnock St. 455+00 to 80 R/W 72 75 75	Direction Limits Begin/End Reference Noise Level No Wall [8] [10] 2.44m 3.05m	Direction Limits Begin/End Reference Noise No Wall [8] [10] [12] [12] [12] [13] [10] [12] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13] [10] [12] [13]	Direction Limits Begin/End Wall Stations Reference Noise Level No Wall [8] [10] [12] [14] [14] [10] [12] [14] [14] [10] [12] [14] [14] [15] [

R/W Right of way

ETW Edge of Traveled Way

Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor

Noise Level Behind Existing Soundwall

R

LA-405 KP41.2/47.€ ROUTE 90 TO ROUTE 10 (Revised)

Aug-99

			T T T T T T T T T T T T T T T T T T T								Aug-99
1						<i>F</i>	Predicted Noise Levels for the Year 2020				20
Site #	Direction	l innite.			Existing			Barrier H	leight Alte	ernatives	<u> </u>
One #	Direction	Limits	Begin/End	Reference	-	No Wall	[8]	[10']	[12']	[14']	[16']
S-11	0/0		Wall Stations	Elevation	Level	110 114	2.44m	3.05m	3.66m	4.27m	4.88m
5-11	S/B	S/O Port Rd./ S/O Ballona Crk.	20+25 S to SE Conn/ 426+00 Fwy	ETW	66	71	66	65	64	64	64
S-12	S/B	S/O Ballona Crk./ Abgan Ave.	426+00/431+00	ETW	72	77	71	69	68	67	65
S-13	S/B	Argan Ave/ Braddock Drive	431+00/433+90	ETW	67	74	*69	68	66	(65)	64
S-14 & A		Braddock Drive/ S/O Culver Blvd.	433+90/7+60N	ETW	68	73	*69	68	67	(66)	66
В		S/O Culver Blvd./ S/O Washington Blvd.	437+20/440+00	ETW	67	74	*69	68	(67)	67	66
S-15 & C		S/O Culver Blvd. Washington Blvd.	8+40M/41+30M	ETW	66	73	*67	65	(64)	63	62

R/W Right of way

ETW Edge of Traveled Way

- * Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor
- ** Noise Level Behind Existing Soundwall
- () Minimum required attenuated noise level.

LA-405 KP41.2/47.6 **ROUTE 90 TO ROUTE 10**

---(Revised)

R

					-	F	redicted	Noise Lev	els for the	Year 202	20
Site #	Direction	Limits	Begin/End	Dof	Existing Noise Level		Barrier Height Alternatives				
			Wall Stations	Reference Elevation		No Wall	[8'] 2.44m	[10] 3.05m	[12'] 3.66m	[14'] 4.27m	[16'] 4.88r
S-16	S/B	Washington Blvd / S/O Washington Place	41+30 M/ 444+00 Fwy	ETW	65	70	67	66	65	64	64
S-17	S/B	S/O Washington Place/ on ramp "L" Matteson Avenue	444+00 Fwy/ 8+33 on "L"	ETW	70	74	71	68	66	65	64
S-18	S/B	Off 'K' N/O Matteson/ S/O Venice Blvd.	6+87 Off "K"/ 9+05 K	ETW	72	76	70	68	67	66	65
S-18A	S/B	S/O Venice Blvd / S/O Regent St	9+05 'K'/ 452+10	ETW	68	71	67	66	65	64	62
S-19	S/B	S/O Regent St/ Regent St.	451+95 Fwy/452+75	R/W	73	77	73	72	70	68	67

R/WRight of way

ETW Edge of Traveled Way

Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor

Noise Level Behind Existing Soundwall

Minimum required attenuated noise level. ()

R

LA-405 KP41.2/47.6 **ROUTE 90 TO ROUTE 10**

← (Revised)

				,		P	redicted l	Noise Lev	els for the	Year 202	Aug-9 0	
Site #	Direction	Limits	Begin/End Wall Stations	Reference Elevation	Existing Noise Level		Barrier Height Alternatives					
						No Wall	[8'] 2.44m	[10'] 3.05m	[12'] 3.66m	[14'] 4.27m	[16'] 4.88n	
S-19A	S/B	Regent St./ Carnock St.	452+75/454+77	R/W	71	74	69	67	66	65	64	
S-20	S/B	Charnock St/ Palm Ave.	454+77/458+83	R/W	73	78	73	70	68	67	66	
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		•]		

R/W Right of way

ETW Edge of Traveled Way

Lowest height that breaks line-of-sight between 3.51 m (11.5') truck stack and receptor

Noise Level Behind Existing Soundwall

Minimum required attenuated noise level. ()

LA-405 KP/I1.2/47.6 ROUTE 90 TO ROUTE 10 (Revised)

Aug-99

						P	Predicted Noise Levels for the Year 2020				Aug-99 0
Site #	Direction				Existing		Barrier Height Alternatives				
one ii	Direction	Limits	Begin/End Wall Stations	Reference Elevation	Noise Level	No Wall	[8'] 2.44m	[10'] 3.05m	[12'] 3.66m	[14'] 4.27m	[16'] 4.88m
S-21	S/B	West of Palm Blvd.	STA.459+10 to	ETW	77	78	73	71*	69	67	(66)
0.00	0.15	to	STA.460+10				.0	, ,	US	67	(66)
S-22	S/B	East of	STA.460+10 to STA.464+85	ETW	71	74	69	67*	(66)	64	62
S-23	S/B	National Blvd.	Reading behind ext. U.C.L.A Housing		60						
S-24	S/B	West of National Blvd. to	STA.470+20 to STA.472+00	ETW	70	74	69	68*	66	(65)	64
S-25	S/B	East of Route 10 Connector	STA.472+00 to STA.473+40	ETW	73	74	69*	68	(66)	65	64

R/W Right of way

ETW Edge of Traveled Way

- * Lowest height that breaks line-of-sight between 3.51 m '11.5') truck stack and receptor
- ** Noise Level Behind Existing Soundwall
- () Minimum required attenuated noise level.

NOISE ANALYSIS SUMMARY LA-405 HOV Project from Route 90 to Route 10 (Revised) TABLE .

				1				Prec	licted No				
Site No.	Dir.	Limits	*** Begin / End Wall Stations (METRIC)	Ref. Elev.	Wall Location	Exist Noise Level	Ext. Wall	No Wall dBA	[8] 2.44m	[10] 3.05m	[12]	[14]	[16]
S-13	S/B	Braddock on-ramp	on-ramp	ETW		67	Heigth	74	69	68	66*	(65)	64
		to 426 + 00	to 426 + 00									(00)	 "
S-14	S/B	N of Argan Ave/	432 + 90 (61m from nose)	ETW		68		73	69*	68	67	(66)	66
В	S/B	N of Culver Blvd.	to 440 + 00	ETW		67		74	69*	68	67	(67)	66
S-14	S/B	Braddock to Sawtelle	frontage road			68		73	69*	68	67	(66)	66
S-15	S/B	444 + 00 to	off-ramp	ETW		66		73	67	65	(64)*	63	62
S-16	S/B	Sawtelle off-ramp	to 444 + 00	ETW		65		70	67*	66	(65)	64	64
					,								
							١						
													
			·										-
			·										<u> </u>

^{() =} Caltrans wall height recommendations

ES = Edge of Shoulder R/W = Right of Way ETW = Edge of Travelled Way

Caltrans minimum requirements: 5dBA (Leq) noise reduction, 2.44m (8') wall height, achievement of 67dBA (Leq) or less and breaks line-of-sight to 3.50m (11.5') truck stacks.

- = Lowest height that breaks line-of-sight between 3.50m (11.5') truck stack and receptor.
- = All stations are considered plus or minus with reference to Fwy center line.

Future noise level behind existing soundwall.

Appendix G – California Noxious Species List



Agricultural Research Service United States Department of Agriculture





Results of your query

You requested the list of noxious weeds in California, where the categories for noxious weeds are as follows:

Category

Definition

Noxious weed and noxious weed seed: eradication, containment, rejection, or other

- A holding action at the state-county level. Quarantine interceptions to be rejected or treated at any point in the state.
- B Noxious weed and noxious weed seed: eradication, containment, control or other holding action at the discretion of the commissioner
 - Noxious weed and noxious weed seed: state-endorsed holding action and eradication only
- when found in a nursery; action to retard spread outside of nurseries at the discretion of the commissioner; reject only when found in a cropseed for planting or at the discretion of the commissioner. Designated noxious weeds in the CA Code of Regulations.
- N Non-Rated
- Noxious weed and noxious weed seed: temporary "A" action outside of nurseries at the state-county level pending determination of a permanent rating.

Below is the list of noxious weeds in California and their categories:

NOTE: You can follow the links for state/provincial noxious status and a list of other known names. The GRIN button will take you to the GRIN web site for more information.

Contact Info-California

Plant name		Category
Acacia melanoxylon (black acacia)	GRIN	N
Acacia paradoxa (kangaroothorn)	GRIN	В
Acaena novae-zelandiae (biddy-biddy)	GRIN	Α
Acaena pallida (pale biddy-biddy)	GRIN	Α
Achnatherum brachychaetum (punagrass)	GRIN	Α
Aegilops cylindrica (jointed goatgrass)	GRIN	В
Aegilops geniculata (ovate goatgrass)	GRIN	В
Aegilops ovata (ovate goatgrass)	GRIN	В
Aegilops triuncialis (barbed goatgrass)	GRIN	В
Aeschynomene rudis (rough jointvetch)	GRIN	В
Alhagi maurorum (camelthorn)	GRIN	Α

Allium paniculatum (panicled onion)	GRIN	В
Allium vineale (wild garlic)	GRIN	В
Alternanthera philoxeroides (alligator weed)	GRIN	Ā
Ambrosia acanthicarpa (annual bursage)	GRIN	N
Ambrosia trifida (giant ragweed)	GRIN	В
Araujia sericifera (bladderflower)	GRIN	В
Arctotheca calendula (capeweed)	GRIN	Ā
<u>Cabomba caroliniana</u> (Carolina fanwort)	GRIN	Q
<u>Cardaria chalepensis</u> (lens podded hoary cress)	GRIN	B
<u>Cardaria draba</u> (hoary cress)	GRIN	В
<u>Cardaria pubescens</u> (hairy whitetop)	GRIN	В
<u>Cardaria spp.</u> (Cardaria complex (combined))	SEALMEN	В
<u>Carduus acanthoides</u> (plumeless thistle)	GRIN	A
<u>Carduus nutans</u> (musk thistle)	GRIN	A
<u>Carduus pycnocephalus</u> (Italian thistle)	GRIN	C
<u>Carduus tenuiflorus</u> (distaff thistle)	GRIN	C
<u>Carthamus baeticus</u> (woolly distaff thistle)	GRIN	В
<u>Carthamus lanatus</u> (distaff thistle)	GRIN	В
<u>Carthamus leucocaulos</u> (white-stemmed thistle)	GRIN	A
<u>Cenchrus echinatus</u> (southern sandbur)	GRIN	C
<u>Cenchrus incertus</u> (coast sandbur)	GRIN	C
<u>Cenchrus longispinus</u> (longspine sandbur)	CININ	C
<u>Centaurea calcitrapa</u> (purple starthistle)	(C)RIN	В
<u>Centaurea diffusa</u> (diffuse knapweed)	GRIN	A
<u>Centaurea iberica</u> (Iberian starthistle)	CIRIN	A
Centaurea maculosa (spotted knapweed)	GRIN	A
Centaurea melitensis (Malta starthistle)	GRIN	N
Centaurea repens (Russian knapweed)	GRIN	В
<u>Centaurea solstitialis</u> (yellow starthistle)	GRIN	C
<u>Centaurea sulphurea</u> (Sicilian starthistle)	GRIN	В
Centaurea triumfettii (squarrose knapweed)	GRIN	A
<u>Chondrilla juncea</u> (rush skeletonweed)	(GRIN	A
Chorispora tenella (blue mustard)	GRIN	В
<u>Cirsium arvense</u> (Canada thistle)	(GRIN	В
<u>Cirsium japonicum</u> (Japanese thistle)	GRIN	Q
<u>Cirsium ochrocentrum</u> (yellowspine thistle)	GRIN	Ā
Cirsium undulatum (wavyleaf thistle)	GRIN	Α
Cirsium vulgare (bull thistle)	GRIN	N
Convolvulus arvensis (field bindweed)	GRIN	C
Coronopus squamatus (creeping wartcress)	GRIN	В
<u>Crupina vulgaris</u> (common crupina)	GRIN	Α
<u>Cucumis melo</u> (dudaim melon)	GRIN	Α
<u>Cucumis myriocarpus</u> (paddy melon)	GRIN	В
Cuscuta reflexa (giant dodder)	GRIN	Α
Cuscuta spp. (other than native spp) (dodder)		\mathbf{C}
<u>Cynara cardunculus</u> (artichoke thistle)	GRIN	В

Cynodon spp. (bermudagrass)		C
Cyperus esculentus (yellow nutsedge)	GRIN	В
Cyperus rotundus (purple nutsedge)	GRIN	В
Cytisus scoparius (Scotch broom)	GRIN	C
Egeria densa (Brazillian elodea)	GRIN	N
Elodea canadensis (common elodea)	GRIN	N
Elytrigia repens (quackgrass)	GRIN	В
Euphorbia esula (leafy spurge)	GRIN	Α
Euphorbia oblongata (eggleaf spurge)	GRIN	В
Euphorbia serrata (serrate spurge)	GRIN	Α
Euphorbia terracina (Geraldton carnation spurge)	GRIN	Q
Gaura coccinea (scarlet gaura)	GRIN	В
Gaura drummondii (Drummond's gaura)	GRIN	В
Gaura sinuata (wavy-leaved gaura)	GRIN	В
Genista monspessulana (frenchbroom)	GRIN	C
Gypsophila paniculata (babysbreath)	GRIN	В
Halimodendron halodendron (Russian salt tree)	GRIN	Α
Halogeton glomeratus (halogeton)	GRIN	Α
Helianthus annuus (wild sunflower)	GRIN	N
Helianthus ciliaris (Texas blueweed)	GRIN	Α
Heteropogon contortus (tanglehead)	CRIN	Α
Hydrilla verticillata (waterthyme)	GRIN	Α
Hyoscyamus niger (black henbane)	GRIN	C
Hypericum perforatum (common St. Johnswort)	(C) (1) (C)	C
Imperata brevifolia (satintail)	GRIN	В
Iris douglasiana (Douglas iris)	GRIN	C
Iris missouriensis (western blue flag)	GRIN	C
<u>Isatis tinctoria</u> (dyer's woad)	CRIN	В
<u>Iva axillaris</u> (povertyweed)	GRIN	C
<u>Lepidium latifolium</u> (perennial pepperweed)	CRIN	В
<u>Limnobium laevigatum</u> (S. American spongeplant)	GRIN	Q
<u>Limnobium spongia</u> (American spongeplant)	GRIN	Q
<u>Limnophila indica</u> (ambulia)	GRIN	Q
Linaria dalmatica (Dalmatian toadflax)	GRIN	Α
Linaria vulgaris (yellow toadflax)	GRIN	N
<u>Lythrum hyssopifolium</u> (hyssop loosestrife)	GRIN	N
<u>Lythrum salicaria</u> (purple loosestrife)	GRIN	В
Malvella leprosa (alkali mallow)	GRIN	C
Muhlenbergia schreberi (nimblewill)	GRIN	В
Nothoscordum inodorum (false garlic)	GRIN	В
Nymphaea mexicana (banana waterlily)	GRIN	В
Ononis alopecuroides (foxtail restharrow)	GRIN	Q
Onopordum acanthium (Scotch thistle)	GRIN	A
Onopordum illyricum (Illyrian thistle) Onopordum tauricum (Scotch thistle)	GRIN	A
	GRIN	A
Coopera (Coopera oronniape)	2017	A

	Orobanche ramosa (branched broomrape)	GRIN	Α
	Oryza rufipogon (red-bearded rice)	GRIN	В
	Panicum antidotale (blue panicgrass)	GRIN	В
	Panicum capillare (witch grass)	GRIN	N
	Peganum harmala (African rue)	GRIN	A
	<u>Pennisetum clandestinum</u> (kikuyugrass)	GRIN	C
	<u>Pennisetum setaceum</u> (crimson fountaingrass)	CRIN	N
	<u>Pennisetum villosum</u> (feathertop)	GRIN	N
	<u>Physalis longifolia</u> (long-leaf groundcherry)	GRIN	A
	<u>Physalis philadelphica</u> (tomatillo)	GRIN	N
	<u>Physalis viscosa</u> (grape groundcherry)	GRIN	В
	<u>Physaria acutifolia</u> (southern twinpod)	GRIN	
	<u>Pistia stratiotes</u> (water lettuce)	GRIN	N
	· · · · · · · · · · · · · · · · · · ·		Q
	Polygonum amphibium (kelp)	CRIN	C
	Polygonum cuspidatum (Japanese knotweed)	GRIN	В
	Polygonum lapathifolium (pale smartweed)	GRIN	N
	Polygonum persicaria (lady's-thumb)	GRIE	N
	Polygonum polystachyum (cultivated knotweed)	GRIN	В
	Polygonum sachalinense (sakhalin knotweed)	CHIL	В
	Prosopis strombulifera (spreading prosopis)	(c) RIIV	Α
	Prosopis velutina (jointed prosopis)	GRIN	N
	Rorippa austriaca (Austrian fieldcress)	GHIN	В
	Rorippa palustris (marsh yellowcress)	GRIN	N
	Rorippa sylvestris (yellow fieldcress)	CIRIN	Q
	Salsola collina (Russian thistle)	GRIN	Q
	Salsola damascena (wormleaf salsola)	GRIN	Α
	Salsola kali (Russian thistle)	GRIN	C
	Salsola paulsenii (barbwire Russianthistle)	GRIN	C
	Salsola tragus (common Russianthistle)	GRIN	C
ř	Salvia aethiopis (Mediterranean sage)	GRIN	В
	Salvia virgata (southern meadow sage)	GRIN	Α
7	Salvinia auriculata (auricled floating fern)	GRIN	Q
7	Scolymus hispanicus (golden thistle)	GRIN	Α
7	Senecio jacobaea (tansy ragwort)	(असार	В
7	Senecio squalidus (Oxford ragwort)	GRIN	В
7	Senecio vulgaris (common groundsel)	CIRIN	N
	<u>Setaria faberi</u> (giant foxtail)	GRIN	В
5	Setaria pumila (kavatta grass)	GRIN	N
<u>S</u>	Setaria viridis (green foxtail)	GRIN	N
5	Solanum americanum (American black nightshade)	GRIN	N
<u>S</u>	olanum cardiophyllum (heartleaf nightshade)	GRIN	Α
	olanum carolinense (Carolina horsenettle)	GRIN	В
<u>S</u>	olanum dimidiatum (Torrey's nightshade)	GRIN	Α
	olanum elaeagnifolium (silverleaf nightshade)	GRIN	В
<u>S</u>	olanum lanceolatum (lanceleaf nightshade)	GRIN	В
<u>S</u>	olanum marginatum (white-margined nightshade)	GRIN	В

Solanum nigrum (black nightshade)	GRIN	N
Solanum sarrachoides (Hairy nightshade)	GRIN	N
Sonchus arvensis (perennial sowthistle)	GRIN	Α
Sorghum bicolor (shattercane)	GRIN	N
Sorghum halepense (Johnsongrass)	GRIN	C
Spartium junceum (Spanish broom)	GRIN	N
Sphaerophysa salsula (swainsonpea)	GRIN	Α
Striga asiatica (witchweed)	CHRIN	Α
Symphytum asperum (rough comfrey)	GRIN	В
Symphytum officinale (comfrey)	GRIN	N
Taeniatherum caput-medusae (medusahead)	GRIN	C
Tagetes minuta (wild marigold)	GRIN	Α
Tribulus terrestris (puncturevine)	(CIRIN	C
<u>Ulex europaeus</u> (gorse)	GRIN	В
<u>Viscum album</u> (European mistletoe)	GRIN	В
Zygophyllum fabago (Syrian beancaper)	(CHRIN)	Α

You can make a new <u>noxious weed query</u>, or <u>return</u> to the INVADERS Database home page.

	INVADERS Database:									
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Appendix H-Agency Correspondence

EMERLEY • DAVIS • IRVINE • LÚS ANCIELES • RIVERSIDE • SAN DIECO • SAN FRANCISCO



SANTA BARBARA . SANTA CRUZ

February 12, 1993

BUSINESS ENTERPRISES 270 DE NEVE DRIVE LOS ANGELES, CALIFORNIA 90024-1367 FAX: (310) 206-3893

Mr. Ken Nelson, P.E. Deputy District Director CALTRANS 120 S. Spring Street Los Angeles, CA 90012

Re: UCLA Sawtelle/Sepulveda Family Student Housing Project

Dear Ken:

It was a pleasure to speak with you yesterday. I'm pleased that we will be able to move our project forward and at the same time accommodate CALTRANS' future right-of-way requirements.

As we discussed, I will ask Carl Moseley to work with your staff to draft letters between CALTRANS and UCLA regarding A) alley vacation by the City of Los Angeles to UCLA, and B) CALTRANS' right to obtain its required future right-of-way at a time convenient to CALTRANS from UCLA. One letter will come from CALTRANS to the City of Los Angeles and will note that CALTRANS does not object to the vacation of the alleys to UCLA; the other letter will establish the manner in which UCLA will transfer right-of-way (currently alleyway) to CALTRANS. In exchange for UCLA granting property to CALTRANS in the future, CALTRANS will, to the extent possible and feasible, grant to UCLA certain property (now greenbelt owned by CALTRANS) that will not be required to accommodate CALTRANS future right-of-way.

This will allow us to proceed with the time-consuming alley vacation currently in process with the City, after the completion of which UCLA will maintain and have responsibility for the full width of the alleys adjacent to the freeway, until such time as CALTRANS finalizes its right-of way-requirements and UCLA formally transfers the required right-of-way land to CALTRANS.

Thank you again for your help in resolving these issues in a way that works for both of us.

Sincerely,

Brad Erickson

UCLA Real Estate

LETTER OF UNDERSTANDING

It is agreed between the State of California Department of Transportation (Caltrans) and the University of California at Los Angeles (UCLA) that:

- 1. Caltrans will not object to the alley vacation request by UCLA now before the City of Los Angeles for those alleys within the UCLA Student Housing site alongside the San Diego Freeway between 2800 and 300% feet south of National Boulevard. The right-of-way for these alleys was dedicated in fee to the city at the time the tract of the housing site was developed in the 1950s.
- 2. The vacation request is for UCLA to gain jurisdiction over the alleys and to place security gates. The alleys are to be retained for internal circulation and emergency vehicles.
- 3. By this letter of Understanding Caltrans does not waive any of the rights that it now enjoys with the city in adjusting the statues and policies where freeways abut city streets. Caltrans is currently making studies for widening the freeway to accommodate HOV lanes and rail transit.
- 4. The alleys parallel and adjacent to the freeway per the Tract Map are 30 feet in width. The freeway fence along short sections of these alleys have already been adjusted by prior widening projects so that about 25 feet of alley widths remain. Future adjustment of the 10 feet and in no event will the remaining alley width be reduced to less than 20 feet, except as covered in paragraph 5.
- 5. If more right-of-way is required for freeway widening than provided for in paragraph 4, Caltrans shall prepare appraisal to acquire additional right-of-way from UCLA to shift or relocate alleys to maintain a minimum 2-foot wide alley.

The appraisal will be at fair market value, and subject to relocation and severance costs. By this Letter of Understanding UCLA does not waive any of its right that it now enjoys in right-of-way negotiations with another public agency.

- 6. Upon completion of its freeway widening studies, Caltrans will review its right-of-way to determine if any is in excess of its requirements. This right-of-way will be offered to UCLA in exchange for the loss of parking in the 30 foot wide alleys, and/or as a credit for the right-of-way that may be acquired by Caltrans as outlined in paragraph 5.
- 7. UCLA will maintain the alley areas outside the freeway fence until such time as there is a fence adjustment.

Caltrans will maintain the freeway fence. The freeway fence may be altered or relocated per plans mutually agreed to by Caltrans and UCLA prior to freeway widening.

Memorandum

FILE:

Subject :

Date: February 4, 1993

File No.: 07-405 PM 28.67/29.11

FEKADE MESFIN

From : DEPARTMENT OF TRANSPORTATION

UCLA Student Housing Meeting

A meeting was held on January 26, 1993 at the request of UCLA representatives relative to the vacation of the alleys adjacent the UCLA Student Housing on both sides of Route 405 between National Boulevard and Palms Boulevard. Those attending the meeting included Brad Erickson (UCLA), Carl Moseley, Fritz Kastner (UCLA), Ken Nelson, Wally Rothbart, Cindy Quon, Jim Dusini, Fedade Mesfin and Jim McAuley.

Brad Erickson of the UCLA Real Estate Department described the problems at the housing project, security and freeway noise. Additionally, UCLA wants to rebuild the existing apartment buildings due among other reasons to the cost of maintaining them. The City of Los Angeles has title to the alleys which are mostly 30 feet. wide. UCLA would be willing to give Caltrans all of the alleys adjacent to the freeways except for 20 feet. The 20 ft. width is the minimum the City Fire Department or the State Codes will allow.

Carl Moseley of Sikand Engineers made a presentation of a proposal which would entail shifting the center line of the freeway.

Fekade Mesfin made a presentation of a preliminary plan which would include room for 8 ft. diameter columns for a rail line and an HOV lane with full standard geometrics except for a 4 ft. left shoulder. The full standard cross section with the 4 ft. left shoulder could be converted to provide 2 additional minimum standard HOV lanes. It was emphasized that the plan was preliminary and did not represent a thorough examination of the situation.

Wally Rothbart stated that the basic cross section should accommodate 8 ft. diameter columns to support a rail line, and one HOV lane in each direction consistent with acceptable minimum standards.

Toward the end of the meeting Brad Erickson reinterated UCLA's offer and described the general dissatisfaction with the level of security by the people living there. He further stated UCLA does not want to stand in the way of improving the freeway,

and wanted to proceed with the vacation of the alleys. He indicated a willingness to give Caltrans the right-of-way it needs. It is expected the City will be willing to vacate the alleys if both UCLA and Caltrans agree to it. Some sort of an arrangement could be made between UCLA and Caltrans.

Ken Nelson stated it would be necessary to get a legal opinion from Caltrans legal staff relative to whether or not we can accept the vacated segments of the alleys. Also Caltrans needs to do further work on completing its plans for this segment of the freeway.

The basic problem is that in order to accommodate the columns for the transit system, most of the alleys will have to be acquired. This will constrain the University's options for developing the site. Mr. Erickson said that the Board of Regents will be hesitant to give up all of the alleys. This issue will require additional discussion between Caltrans and UCLA.

FEKADE MESFIN

Senior Transportation Engineer

Project Studies Branch

JM:or

cc: Attendees

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street 12th Floor Los Angeles, California 90017-3435

> t (213) 236-1800 f (213) 236-1825

www.scag.ca.gov

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os Angeles County: Yvonne Brathwaite Burke. Angeles County • Zev Yaroslavsky, Los Angeles Eileen Ansari, Diamond Bar . Bob artiett, Monrovia • Bruce Barrows, Cerritos • rorge Bass, Bell • Hal Bernson, Los Angeles • nert Bruesch, Rosemead • Laura Chick, Los geies * Gene Daniels, Paramount * John Ferraro, Angeles • Michael Feuer, Los Angeles • Ruth manter. Los Angeles . Jackie Goldberg, Los ngeles • Rav Grabinski, Long Beach • Garland ardeman, Inglewood • Dee Hardison, Torrance • se Hernandez, Los Angeles • Nare Holden, Los ageies . Keith McCarthy, Downey . Cindy uscikowski, Los Angeles • David Myers, Palmdale ²am O'Connor, Santa Monica • Jenny Oropeza, ng Beach • Bob Pinzler, Redondo Beach • Angeles • Richard Riordan, Los Angeles • areine Shaw, Compton • Rudy Svorinich, Los igeies • Paul Talbot, Alhambra • Joel Wachs, Los igeies • Rita Walters, Los Angeles • Dennis Sishburn, Calabasas • Paul Zee, South Pasadena

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an Bernardino County: Kathy Davis, San emardino County • Bill Alexander, Rancho o amonga • Jim Bagley, Twentynine Palms • David eman, Kontana • Lee Ann Garcia, Grand Terrace isean Norton-Perry, Chino Hills • Ray Rucker,

*mtura County: Judy Mikels, Ventura County *
24 De Paola, San Buenaventura * Andrew Fox,
34nd Oaks * Toni Young, Port Hueneme

Everside County Transportation Commission:

entura County Transportation Commission:
. Davis, Simi Valley

August 30, 1999

Mr. Bob Sassaman Caltrans District 7 120 S. Spring Street Los Angeles, CA 90012-3606

Dear Mr. Sassaman:

On November 29, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final guidance on new regulations stemming from the passage of the ISTEA. One requirement of the ISTEA is the Major Investment Study (MIS). Pending new regulations and guidance expected to be issued in the spring of 2000, FHWA has advised that the existing guidance with respect to the MIS process be observed. This requirement mandates that a transportation alternatives study be prepared for all major transportation investments that could potentially involve federal funds. Projects that fall into this category are usually capacity adding transit and/ or highway improvements.

The primary components of an MIS are (1) analysis of alternatives, (2) public involvement, and (3) consultation among the MPO, county transportation commissions, transit operators, Caltrans, FHWA, FTA and other stakeholders on the proposed investment

The range of alternatives studied in -Route 405 Corridor Analysis (Between US-101 and SR-90) are sufficient to meet the requirements of the federal MIS guidelines. Adequate public involvement was utilized in the planning process through workshops and public hearings. Moreover, public agency involvement was facilitated through numerous meetings, MIS Peer Review Group Meetings, and phone conversations.

On August 12, 1999, the *Major Investment Studies Peer Review Group* met and determined that the *Route 405 Corridor Analysis MIS* meets the requirements established by SCAG and FTA/FHWA guidance. The *Route 405 Corridor Analysis MIS* concluded with the recommendation of the HOV alternative, to provide HOV system continuity and to improve the Level of Service as compared to the No-Build and the Mixed Flow alternatives.

August 30, 1999 Mr. Bob Sassaman Page Two

This correspondence documents the findings of the MIS Peer Review Group that *Route* 405 Corridor Analysis MIS has met the requirements set forth in the Metropolitan Planning Rules, and is therefore granted this Letter of Completion. If you have any questions please contact me at (213) 236-1889.

Sincerely,

James R. Gosnell

Director of Planning and Policy

CC: Ron Kosinski, Caltrans District 7

Hamid Toosi, Caltrans District 7

Sandra Balmir, FTA/FHWA Los Angeles Metro Office

Robert Cady, FHWA

Deborah Redman/File, SCAG



STATE OF CALIFORNIA

Governor's Office of Planning and Research State Clearinghouse



STREET ADDRESS: 1400 TENTH STREET ROOM 222 SACRAMENTO, CALIFORNIA 95814
MAILING ADDRESS: P.O. BOX 3044 SACRAMENTO, CA 95812-3044
916-445-0613 FAX 916-323-3018 www.opr.ca.gov/clearinghouse.html

Loretta Lynch

ACKNOWLEDGEMENT OF RECEIPT

DATE:

November 16, 1999

TO:

Ronald Kosinski

Department of Transportation

120 South Spring Street

Office of Environmental Planning Los Angeles, CA 90012-3606

RE:

LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica

Freeway) in Los Angeles County

SCH#: 99111073

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date:

November 12, 1999

Review End Date:

December 10, 1999

We have distributed your document to the following agencies and departments:

California Highway Patrol
Department of Conservation
Department of Fish and Game, Region 5
Department of Parks and Recreation
Native American Heritage Commission
Office of Historic Preservation
Regional Water Quality Control Board, Region 4
Resources Agency
State Lands Commission

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.



STATE OF CALIFORNIA

Governor's Office of Planning and Research State Clearinghouse



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MEMORANDUM

DATE:

November 17, 1999

TO:

State Reviewing Agencies

FROM:

Terry Roberts, Senior Planner

RE:

Correction Notice for SCH #: 99111055

Title: LA 405 HOV Lane Project From SR-90 (Marina Freeway) to

1-10 (Santa Monica Freeway) in Los Angeles County, EA

The State Clearinghouse incorrectly assigned SCH number 99111055 to two documents. These documents are:

(1) LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10

(Santa Monica Freeway) in Los Angeles County

(2) Cambridge Continuation High School Project

To correct this, we have assigned a <u>new SCH# to the LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in Los Angeles County, EA.</u>

Please use SCH # 99111073 in all future correspondence regarding LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in Los Angeles County, EA. (The SCH # 99111055 is the correct number for the (Cambridge Continuation High School Project).

I apologize for this error, and request that you note the above information for your files.

Distribution:

Resources Agency Conservation Fish and Game Region 5 CHP NAHC State Lands Historic Preservation
Regional Water Quality Control Board, Region 4
Parks & Recreation

Cc: Ronald Kosinski

Gray Davis GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research State Clearinghouse



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916-445-0613 FAX 916-323-3018 www.opr.ca.gov/clearinghouse.html

Loretta Lynch

December 13, 1999

Ronald Kosinski
Department of Transportation
120 South Spring Street
Office of Environmental Planning
Los Angeles, CA 90012-3606

Subject: LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in

Los Angeles County SCH#: 99111073

Dear Ronald Kosinski:

The State Clearinghouse submitted the above named Environmental Assessment to selected state agencies for review. The review period closed on December 10, 1999, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the eight-digit State Clearinghouse number when contacting this office.

Sincerely.

Terry Roberts

Senior Planner, State Clearinghouse

Terry Robert.

Document Details Report State Clearinghouse Data Base

SCH# 99111073

Project Title LA 405 HOV Lane Project From SR-90 (Marina Freeway) to I-10 (Santa Monica Freeway) in Los

Lead Agency **Angeles County**

Department of Transportation

Type **Environmental Assessment**

The California Department of Transportation (Caltrans) proposes to construct one high occupancy Description

vehicle (HOV) lane in each direction on Interstate 405. The project limits are from State Route 90

(Marina Freeway) north to Interstate 10 (Santa Monica Freeway) in Los Angeles County.

Lead Agency Contact

Name Ronald Kosinski

Agency **Department of Transportation**

Phone 213-897-0703

email

Address 120 South Spring Street

Office of Environmental Planning

City Los Angeles State CA Zip 90012-3606

Fax

Project Location

County Los Angeles

> Los Angeles, City of, Culver City City

Region

Cross Streets Culver Blvd., Washington Blvd., Venice Blvd., Palms Ave

Parcel No.

Township 28 Range 15W Base

Section

Proximity to:

Highways 405

Airports LAX

Railways

Waterways Ballona Creek and Westwood Flood Control Channel

Schools Culver City Schools, WLA College

Highway (405-San Diego Freeway); Residential; Commercial Land Use

Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Flood Project Issues

Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services;

Recreation/Parks; Schools/Universities; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water

Quality; Water Supply; Wetland/Riparian; Wildlife; Landuse

Reviewing Agencies

Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Regional Water

Quality Control Board, Region 4; Native American Heritage Commission; State Lands Commission

Date Received 11/12/1999 Start of Review 11/12/1999

End of Review 12/10/1999

Note: Blanks in data fields result from insufficient information provided by lead agency.



United States Department of the Interior Fish and Wildlife Service

Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008



JAN 1 3 2000

Ronald Kosinski
California Department of Transportation
District 7
120 S. Spring Street
Los Angeles, California 90012-3606

Re:

High-occupancy Vehicle Lane Construction on Interstate 405 Between State Route 90 and Interstate 10, Los Angeles County, California

Dear Mr. Kosinski:

We have reviewed the initial study/environmental assessment and section 4(F) evaluation (IS/EA), which we received on November 12, 1999, for the construction on high-occupancy vehicle (HOV) lanes on Interstate 405 between State Route 90 and Interstate 10 in Los Angeles County, California. The project proponents are the State of California Department of Transportation and Federal Highway Administration. This letter has been prepared under the authority of and in accordance with the National Environmental Policy Act of 1969 [42 U.S.C. 4321 et seq.; 83 Stat. 852], as amended, the Endangered Species Act of 1973 [16 U.S.C. 1531 et seq.; 87 Stat. 884], as amended, and other authorities mandating Department of the Interior concern for environmental values. Based on these authorities the Service offers the following comments for your consideration.

The stretch of Interstate 405 proposed for construction crosses Ballona Creek upstream of the Ballona Wetlands, an important and sensitive salt marsh habitat. These wetlands have been designated a "Significant Ecological Area" by the County of Los Angeles. Federally endangered California least terns (Sterna antillarum browni) are known to forage in the area, and two other federally endangered birds, the southwestern willow flycatcher (Empidonax traillii extimus) and least Bell's vireo (Vireo bellii pusillus), may be found in riparian vegetation associated with the wetland.

According to page 19 of the IS/EA, soils and structural building materials acquired for the project may contain hazardous materials. To ensure that adverse indirect effects to listed species do not occur as a result of runoff from the project site, we recommend that best management practices be strictly maintained to prevent runoff from the construction site and/or surrounding upland areas from entering Ballona Creek during project construction. Similarly, sediments from the construction site should not be allowed to enter the creek. Provided that these recommendations

are incorporated into the project, we concur with your determination that the proposed improvements to Interstate 405 are not likely to adversely affect federally listed species.

We would like to correct one inaccurate statement in the IS/EA. According to the discussion of Fish and Wildlife on page 20, various species of swallows and bats that migrate through the area or use bridges for nesting would not be expected to be present on the project site because the concrete-lined creek channels on the site contain no vegetation. However, many species of swallows and bats do not require vegetation for foraging or nesting. These species could be present in the vicinity of the project and may nest in bridges affected by the project. If construction is scheduled during the nesting season of bats or swallows, we recommend that presence/absence surveys for these species be conducted prior to initiation of construction. If swallows or bats are found to use project bridges for nesting, disturbance during the breeding season should be avoided.

We appreciate the opportunity to review the IS/EA and provide comments. If you have questions or require additional information, please contact Virginia Brubeck of my staff at 760/431-9440.

Sincerely,

Jim A. Bartel

Assistant Field Supervisor

1-6-00- NFTA-166

cc: Bill Tippets (CDFG, San Diego)



United States Department of the Interior

U.S. Depositment at the infect.

OFFICE OF THE SECRETARY Washington, D.C. 20240

ER-99/1010

JAN 18 2000

Mr. Jeffrey Lindley
Division Administrator
Federal Highway Administration
980 9th Street, Suite 400
Sacramento, California 95814-2724

Dear Mr. Lindley:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Assessment/Section 4(f) Evaluation for the construction of I-405 HOV Lane Project, from SR-40 (Marina Freeway) to I-10 (Santa Monica Freeway), Los Angeles County, California.

We concur that there is no prudent and feasible alternative to the proposed project, if project objectives are to be met. We also concur with the proposed measures to minimize harm to Section 4(f) resources which may be affected by the proposed project.

The Department of the Interior has no objection to Section 4(f) approval of this project by the Department of Transportation.

We appreciate the opportunity to provide these comments.

1/1/

Sincerely,

Willie R. Taylor

Director, Office of Environmental

Policy and Compliance

cc:

Mr. Ronald Kosinski, Chief Office of Environmental Planning Caltrans 120 South Spring Street Los Angeles, California 90012

OFFICE OF HISTORIC PRESERVATION DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942896 SACRAMENTO, CA 94296-0001 (916) 653-6624 Fax: (916) 653-9824 calshpo@mail2.quiknet.com



March 2, 2000

REPLY TO: FHWA000207C

David A. Nicol, Acting Division Administrator Federal Highway Administration Region Nine, California Division 980 Ninth Street, Suite 400 SACRAMENTO CA 95814-2724

Re: Construction of High Occupancy Vehicle Lanes on State Route 405 between State Route 90 and State Route 10, Los Angeles County.

Dear Mr. Nicol:

Thank you for submitting to our office your February 3, 2000 letter and Historic Property Survey Report (HPSR) regarding the proposed construction of High Occupancy Vehicle (HOV) lanes in each direction of State Route 405 between State Route 90 and State Route 10 in Los Angeles County. Additional features of the undertaking include a full standard median, an expanded outside shoulder width, restriping, retaining walls, soundwalls, and ramp realignments at various locations. The Area of Potential Effect (APE) for the undertaking, as described in the HPSR, is adequate and appears to meet the definition set forth in 36 CFR 800.16(d).

The Federal Highway Administration (FHWA) is seeking our comments on its determination of the eligibility of seventy-seven (77) structures located within the project Area of Potential Effects (APE) for inclusion on the National Register of Historic Places (NRHP) in accordance with 36 CFR 800, regulations effective June 17, 1999 implementing Section 106 of the National Historic Preservation Act. Another sixty-nine (69) properties were treated under the 1989 Memorandum of Understanding between FHWA, Caltrans, and the California State Historic Preservation Officer (SHPO) regarding moved, altered, and post-1945 buildings. FHWA is also seeking our comments on its determination of the effects the proposed project will have on historic properties in accordance with 36 CFR 800. Our review of the submitted documentation leads us to concur with FHWA's determination that none of the aforementioned properties is eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons, and are not examples of outstanding architectural design or function. As a result of these comments, we can now concur with FHWA's determination that the proposed project, as described, will have no effect on historic properties.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely.

Daniel Abeyta, Acting

State Historic Preservation Officer

MAR 1 3 2000

FHWA-Sacramento

OFFICE OF HISTORIC PRESERVATION DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942896 SACRAMENTO, CA 94295-0001 (314) 853-6624 Fax: (016) 655-8824 (alshpo@meil2.quiknet.com



June 2, 2000

REPLY TO: FHWA000504A

Michael G. Ritchie, Division Administrator Federal Highway Administration Region Nine, California Division 980 Ninth Street, Suite 400 SACRAMENTO CA 95814-2724

Re: Supplemental Historic Property Survey Report for the Interstate 405 High Occupancy Vehicle Lane Project, Culver City, Los Angeles County.

Dear Mr. Ritchie:

Thank you for submitting to our office your May 3, 2000 letter and Supplemental Historic Property Survey Report (SHPSR) regarding proposed improvements on the Section of the San Diego Freeway (Interstate 405) between the Santa Monica Freeway (State Route 10) and the Marina Freeway (State Route 90) in Culver City, Los Angeles County. The proposed improvements will involve the addition of a High Occupancy Vehicle (HOV) lane in each direction, addition of a full standard median, outside shoulder width expansion by widening and restriping, and the addition of a retaining wall, soundwalls, and ramp realignments. Our letter of March 2, 2000 determined, at that time, that none of the properties evaluated in the original HPSR were eligible for inclusion on the National Register of Historic Places (NRHP). We also determined that the project, then described, would have no effect on historic properties. Since that determination, FHWA has adopted a new alternative design for the project and has amended the Area of Potential Effect (APE) to reflect this alternative. The revised APE for the new alternative, as described in the SHPSR, is adequate and appears to meet the definition set forth in 36 CFR 800.16(d).

The Federal Highway Administration (FHWA) is seeking our comments on its determination of the eligibility of eight pre-1950 properties located within the project APE for inclusion on the NRHP in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. The FHWA is also seeking our comments on the effects the proposed project will have on historic properties in accordance with the same act. Our review of the submitted documentation leads us to concur with FHWA's determination that none of the aforementioned properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons and are not example of outstanding architectural design. As a result of these comments, we can now concur with FHWA's determination that the proposed project, as described, will have no effect on historic properties.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely.

Original Signed by

Daniel Abeyta, Acting

Appendix I – Right-of-Way Acquisitions

Right-of-Way Acquisitions (Northbound)

Parcel		Acquisition		Street Address	Land Use
Number	Alt 3a	Alt 3b	Alt 3ab	·	
4213-020-019	Partial	Partial	Partial	3924 Tuller Ave., CC	SFR
4213-020-020	Full	Full	Full	3918 Tuller Ave., CC	SFR
4213-020-021	Full	Full	Full	3914 Tuller Ave., CC	SFR
4213-020-022	Full	Full	Full	3906 Tuller Ave., CC	SFR
4213-023-007	Full	Full	Full	4132 Tuller Ave., CC	Triplex
4213-023-026	Partial	Partial		4137 Tuller Ave., CC	SFR
4213-023-035	Partial	Partial		Residential Lot	Vacant
4213-023-037	Full	Partial		4125 Sepulveda Blvd., CC	Commercial
4213-023-038	Partial	Full	Partial	11218 Washington Blvd., CC	Office
4213-025-010			Partial	4221 Tuller Ave., CC	SFR
4213-025-013	Full	Full	Full	4215 Tuller Ave., CC	SFR
4213-025-014	Full	Full	Full	4211 Tuller Ave., CC	SFR
4215-017-002		Full	Partial	11256 Culver Blvd., CC	Duplex
4215-017-025	Full			4350 Huntley Ave., CC	SFR
4215-017-026	Full			4346 Huntley Ave., CC	SFR
4215-017-027	Full		Full	4342 Huntley Ave., CC	SFR
4215-017-030	Full		Full	4338 Huntley Ave., CC	SFR
4215-017-032	Full		Full	4334 Huntley Ave., CC	SFR
4215-017-034	Full		Full	4330 Huntley Ave., CC	SFR
4215-018-032	Partial			4369 Huntley Ave., CC	Commercial
4215-025-001	Full	Full	Full	4910 Purdue Ave., CC	SFR
4215-025-002	Full	Full	Full	4916 Purdue Ave., CC	SFR
4215-025-020	Partial	Partial		11349 Utopia Ave., CC	SFR
4215-026-005	Partial	Partial	Partial	5031 Purdue Ave., CC	SFR
4215-026-006	Partial	Partial	Partial	5025 Purdue Ave., CC	SFR
4215-026-007	Partial	Partial	Partial	5021 Purdue Ave., CC	SFR
4215-026-008	Partial	Partial	Partial	5015 Purdue Ave., CC	SFR
4215-026-009	Full	Full	Partial	5011 Purdue Ave., CC	SFR
4215-026-012	Full	Full	Partial	5005 Purdue Ave., CC	SFR
4215-026-015			Partial	Residential Lot	Vacant
4216-008-020	Full	Full	Full	11425 McDonald St., CC	SFR
4216-008-901	Partial	Full	Full	L.A. County Flood Control	Vacant
4216-009-036	Partial	Partial		5148 Berryman Ave., CC	SFR
4216-009-037	Partial	Full	Partial	5144 Berryman Ave., CC	SFR
4216-009-038	Full	Full	Full	5140 Berryman Ave., CC	SFR
4216-009-039	Full	Full	Full	5136 Berryman Ave., CC	SFR
4251-013-006			Partial	3033 S. Sepulveda Blvd., LA	Parking Lot
4251-014-904	Partial	Partial	Partial	Sepulveda Blvd., LA	Garage
4251-015-007	Partial	Partial	Partial	3415 Sepulveda Blvd., LA	Office
4251-015-900	Partial	Partial	Partial	L.A. County Flood Control	Vacant
4251-015-902	Full	Full	Full	L.A. County Flood Control	Vacant
4251-015-903	Partial	Partial	Partial	L.A. County Flood Control	Vacant
4252-004-007	Full	Full	Full	3539 Tuller Ave., LA	SFR
4252-004-008	Full	Full	Full	3533 Tuller Ave., LA	SFR
4252-004-009	Full	Full	Full	3527 Tuller Ave., LA	SFR
4252-004-010	Full	Full	Full	3523 Tuller Ave., LA	SFR
4252-004-011	Full	Full	Full	3517 Tuller Ave., LA	SFR
4252-004-012	Full	Full	Full	3511 Tuller Ave., LA	SFR
4252-004-013	Full	Full	Full	3505 Tuller Ave., LA	SFR

Right-of-Way Acquisitions (Southbound)

Parcel		Acquisition		Street Address	Land Use
Number	Alt 3a	Alt 3b	Alt 3ab		
4217-011-005			Partial	11262 Washington Blvd., CC	Commercial
4217-011-021		Full		4264 Sawtelle Blvd., LA	Duplex
4217-011-041		Full		4221 Huntley Ave., CC	SFR
4217-011-047		Full		4270 Sawtelle Blvd., LA	SFR
4217-011-052		Full		4225 Huntley Ave., CC	SFR
4217-011-054		Full		11277 Culver Blvd., CC	Duplex
4217-011-055		Full		4282 Sawtelle Blvd., CC	SFR
4217-011-062		Full		11284 Culver Blvd., CC	Triplex
4217-012-017			Full	4338 Corinth Ave., LA	SFR
4217-012-025			Full	4335 Sawtelle Blvd., CC	SFR
4217-012-026			Full	4339 Sawtelle Blvd., CC	SFR
4217-012-036			Full	4341 Sawtelle Blvd., CC	SFR
4217-013-016	Partial	Full	Fuli	11323 Braddock Dr., LA	SFR
4217-013-017			Full	11329 Braddock Dr., LA	SFR
4217-021-019	Partial			4711 Purdue Ave., CC	SFR
4217-021-020	Partial			4705 Purdue Ave., CC	SFR
4217-021-021	Partial			4647 Purdue Ave., CC	SFR
4217-021-033	Partial			4715 Purdue Ave., CC	SFR
4217-021-034	Partial			4721 Purdue Ave., CC	SFR
4217-021-035	Partial			4725 Purdue Ave., CC	SFR
4217-021-036	Partial			4731 Purdue Ave., CC	SFR
4217-021-037	Partial	Partial		4737 Purdue Ave., CC	SFR
4217-021-038	Full	Full	Full	4743 Purdue Ave., CC	SFR
4217-022-012	Partial	Partial		4836 Berryman Ave., CC	SFR
4217-022-013	Partial	Partial		4906 Berryman Ave., CC	SFR
4217-022-014	Partial	Partial		4912 Berryman Ave., CC	SFR
4217-022-015	Full	Full		4916 Berryman Ave., CC	SFR
4217-022-017	Full	Full	Full	4811 Purdue Ave., CC	SFR
4217-022-018	Full	Full		4920 Berryman Ave., CC	SFR
4217-022-019	Full	Full		4926 Berryman Ave., CC	SFR
4217-023-022	Partial	Partial		5011 Berryman Ave., CC	SFR
4217-023-030	Partial	Partial		5021 Berryman Ave., CC	SFR
4217-023-033	Partial	Partial		5015 Berryman Ave., CC	SFR
4217-023-035	Partial	Partial		5025 Berryman Ave., CC	SFR
4218-006-063	Full	Full	Full	11485 McDonald St., CC	SFR
4218-006-900	Full	Full	Full	L.A. County Flood Control	Vacant
4233-033-003	Full	Full	Full	4048 Globe Ave., CC	SFR
4233-033-004	Full -	Full	Full	4050 Globe Ave., CC	SFR
4233-033-005	Full	Full	Full	4054 Globe Ave., CC	SFR
4233-033-006	Full	Full	Full	4058 Globe Ave., CC	SFR SFR
4233-033-007	Full Partial	Full Partial	Full Partial	4062 Globe Ave., CC 4068 Globe Ave., CC	SFR
4233-033-008				4044 Globe Ave., CC	SFR
4233-033-014 4233-033-017	Full Full	Full Full	Full Full	11253 Washington Blvd., CC	Office
4233-033-017	Partial	Partial	Partial	4072 Globe Ave., CC	SFR
4249-001-011	Partial	Partial	Partial	11265 Palms Blvd., LA	Aprtmnt
4249-001-900	Partial	Partial	Partial	L.A. County Flood Control	Vacant
4249-001-904	Partial	Partial	Partial	L.A. County Flood Control	Vacant
4249-031-006	Partial	Partial	Partial	3450 Sawtelle Blvd., LA	Aprtmnt
4249-032-001	Partial	Partial		11251 Tabor St., LA	SFR
4249-032-003	Partial	Partial		11250 Tabor St., LA	SFR
4249-032-025	Partial	Partial		11267 Charnock Rd., LA	SFR
4249-032-044	Partial	Partial		11260 Westminster Ave., LA	Aprtmnt

Appendix J – Summary of Relocation Benefits Available to Displaced Parties

Summary of Relocation Benefits Available to Displaced Parties

J.1 Relocation Assistance Advisory Services

The Department of Transportation will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist displacees in obtaining replacement housing by providing current and continuing information on the availability and prices of houses for sale and rental units that are comparable, "decent, safe, and sanitary." Non-residential displacees will receive information on comparable properties for lease or purchase. For information on business, farm and non-profit organization relocation, refer to Section G-3, "Business and Farm Relocation Assistance Program."

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means the individuals and families displaces, and reasonable accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are fair housing open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs and any other appropriate services being offered by public and private agencies in the area.

J.2 Residential Relocation Payments Program

The Relocation Payments Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacees' property. Any actual moving costs in excess of the 50 mile limit will be the responsibility of the displacees. The Residential Relocation Program is summarized below within Section G.2.

The description of the Residential Relocation Program is general in nature and is not intended to be a complete evaluation of relocation regulations. Any questions concerning relocation should be addressed to Caltrans. Any persons to be displaced will be assigned a relocation advisor, who will work closely with each displaced household in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments.

Moving Costs

Any displaced person, who was lawfully in occupancy of the acquired property regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms in the displacement dwelling.

Purchase Supplement

In addition to moving and related expenses payments, eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their properties for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. Also, the interest differential must be based upon the lower of either: (1) the loan on the displacement property, or (2) the loan on the replacement property. The maximum combination of these three supplemental payments that the owner-occupants can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the "Last Resort Housing Program" will be applied.

Rental Supplement

Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants of 90 to 179 days prior to the first written offer to purchase may qualify to receive a rental differential payment. This payment is made when the Department determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling would be more than the present rate of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted below in the Down Payment (Section G.2.4). The maximum payment to any tenant of 90 days or more and any owner-occupant of 90 to 179 days, in addition to moving expenses, will be \$5,250. If the total entitlement for rental supplement exceeds \$5,250, the "Last Resort Housing Program" will be used.

The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the Department-acquired property, whichever if later.

Down Payment

The down payment option has been designed to aid owner-occupants of 90 to 179 days and tenants with no less than 90 days of continuous occupancy prior to the Department's first written offer. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one year eligibility period during which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 25) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects. Caltrans, in order to maintain uniformity in the program, has also adopted these federal guidelines on non-federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard relocation as explained above. Last Resort Housing has been designed primarily to cover situations where available comparable replacement housing, or when their anticipated replacement housing payments, exceed the \$5,250 and \$22,500 limits of standard relocation procedures. In certain exceptional situations, Last Resort Housing may also be used for tenants of less than 90 days.

After the first written offer to acquire the property has been made, the Department will, within a reasonable length of time, personally contact the displacees to gather important information relating to the following:

- Preferences in areas of relocation
- The number of people to be displaced and the distribution of adults and children (according to age and gender)
- Locations of school and employment
- Special arrangements necessary to accommodate disabled family members
- The financial ability to relocate to a comparable replacement dwelling which will house all members of the family decently.

J.3 Business and Farm Relocation Assistance Program

The Business and Farm Relocation Assistance Program provides for aid in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for specific relocation needs.

There are different types of payments available to businesses, farms and non-profit organizations. These include moving expenses, which consist of actual reasonable costs (as listed) for the following:

- The relocation of inventory, machinery, office equipment, and similar business-related personal property; dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.
- Loss of tangible personal property provides payment to relocate for "actual direct" losses of personal property that the owner elects not to move.
- Expenses related to searching for a new business site can be reimbursed up to \$1,000 for actual reasonable cost incurred.
- Reestablishment expenses relating to the new business operation.

Payment "in lieu" of moving expenses is available to businesses which are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average net earnings for the last two taxable years prior to relocation. Such payment may not be less than \$1,000 or more than \$20,000.

J.4 Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or sources for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, location Section 8 housing programs, or other federal assistance programs.

Persons who are determined to be eligible for relocation payments, and are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons, regardless of race, color, religion, sex, or national origin, is available, or has been made available to them by the State.

Any person, business, farm or non-profit organization which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from Caltrans Relocation Advisors.

The information above is not intended to be a complete statement of all the Department's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the

State's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Department's relocation programs.

$\label{eq:continuous} \mbox{Appendix}\, \mbox{K-Title}\, \mbox{VI Policy}\, \mbox{Statement}$

TITLE VI POLICY STATEMENT

It is the policy of the California State Department of Transportation, in accordance with the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Title 49 CFR Part 21, and related statutes and regulations that no person in the State of California shall, on the grounds of race, color, sex, age, national origin, religion, or disabling condition, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by or on the behalf of the California State Department of Transportation.

JOSE MEDINA

Director

Date: 7- 27 -95

Appendix L-Mailing List

List of People Receiving Copies of the IS/EA

L.1 Elected Officials

Federal Senators

Hon. Barbara Boxer United States Senator 2250 E. Imperial Hwy. #545 El Segundo, CA 90245 Hon. Dianne Feinstein United States Senator 11111 Santa Monica Blvd. #915 Los Angeles, CA 90025

Members of Congress

Hon. Julian C. Dixon Congressman, District 32 5100 W. Goldleaf Cr. #208 Los Angeles, CA 90056 Hon. Henry A. Waxman Congressman, District 29 8436 W. Third Street Suite 600 Los Angeles, CA 90048

State Senators

Hon. Debra Bowen State Senator, District 28 2512 Artesia Blvd., Ste. 200 Redondo Beach, CA 90278

Hon. Teresa Hughes State Senator, District 25 1 Manchester Blvd., Suite 600 Inglewood, CA 90301 Hon. Tom Hayden State Senator, District 23 10951 W. Pico Blvd., #202 Los Angeles, CA 90064

Hon. Kevin Murray State Senator, District 26 600 Corporate Point, Suite 1020 Culver City, CA 90230

State Assemblymembers

Hon. Wally Knox Assemblymember, District 42 5757 Wilshire Blvd., Suite 645 Los Angeles, CA 90036

Hon. Edward Vincent Assemblymember, District 51 One Manchester Boulevard #601 Inglewood, CA 90301

Hon. Herb Wesson Assemblymember, District 47 5100 Goldleaf Circle Suite 203 Los Angeles, CA 90056

County Officials

Hon. Yvonne Brathwaite-Burke Supervisor, Second District County of Los Angeles 500 West Temple Street, Room 866 Los Angeles, CA 90012

City Officials

Hon. Richard Riordan Mayor City of Los Angeles 200 N. Spring Street Los Angeles, CA 90012

Hon. Ruth Galanter Councilmember, 6th District City of Los Angeles 200 N. Main Street, Room 515 Los Angeles, CA 90012 Hon. David Hauptman Mayor City of Culver City 9770 Culver Boulevard Culver City, CA 90230

Hon. Cindy Miscikowski Councilmember, 11th District City of Los Angeles 200 N. Main Street, Room 275 Los Angeles, CA 90012

L.2 Government Officers and Agencies

Federal Government

Environmental Protection Agency (EPA)
Office of Federal Activities (A-104)
401 M Street, SW
Washington, DC 20460

Director, Office of Environmental Policy and Compliance Department of the Interior Main Interior Building, MS 2340 1849 C Street, NW Washington, DC 20240

Director, Office of Environmental Compliance U.S. Department of Energy 1000 Independence Ave., SW, Room 4G-064 Washington, DC 20585

Environmental Clearing Officer Dept. of Housing and Urban Development 450 Golden State Avenue P.O. Box 36003 San Francisco, CA 94102

Dist. Commander Lt. Col. Richard L. Davis U.S. Army Corps of Engineers 300 North Los Angeles Street Los Angeles, CA 90012 Attn: George Beams, Chief, Construction

Hymie Luden Federal Transit Administration 201 Mission Street, Suite 2210 San Francisco, CA 94105 Chief Airports Branch EIS Coordinator, Region 9 Environmental Protection Agency 75 Hawthorne Street San Francisco, CA 94105-3901

Mr. Ken Berg U.S. Fish & Wildlife Service Carlsbad Field Office 2730 Loker Avenue West Carlsbad, CA 92008

Director, Office of Env'l Affairs Dept of Health and Human Services 200 Independence Ave., SW, Room 537F Washington, DC 20201

Center for Disease Control Center for Environmental Health and Injury Control Special Program Group, MS F-29 1600 Clifton Road Atlanta, GA 30333

Ms. Ruth Villa Lobos U.S. Army Corps of Engineers 300 North Los Angeles Street Los Angeles, CA 90012

Ms. Felicia Marcus
U.S. EPA, Region 9
75 Hawthorne Street, Mail Code CMD-2
San Francisco, CA 94105-3901
USDA Natural Resources

Federal Aviation Administration 5885 West Imperial Highway Los Angeles, CA 90045 Conservation Services 4500 Glenwood Drive, Building B Riverside, CA 92501

State Government

Mr. Don Drachane, Chief State of California Air Resources Board P.O. Box 8001 El Monte, CA 91734

Attn: Bob Cross, Mobil Source Control Division

Mr. Hans Kreutzberg
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 95296-0001

Mr. Michael Doyle, So. Cal. Representative State of California Public Utilities Commission 107 South Broadway, Rm. 5109 Los Angeles, CA 90012

Mr. Dennis Dickerson, Executive Director State of California Water Quality Control Board Los Angeles Region 320 W. 4th Street, Suite 200 Los Angeles, CA 90013

Assistant Vice President Budget, Analysis & Planning 247 University Hall University of California, Berkeley Berkeley, CA 94720

Chief, Bureau of School Planning Department of Education 721 Capitol Mall Sacramento, CA 95814

Regional and Local Government

Mr. James Lents, Executive Officer South Coast Air Quality Management District 21865 E. Copley Drive Diamond Bar, CA 91765 Mr. James Boyd State of California Air Resources Board P.O. Box 8001 El Monte, CA 91734

Sergeant Mike Bray California Highway Patrol Westminster Field Office 13200 Golden West Street Westminster, CA 92683

Timothy Craggs
California Dept. of Transportation
SCPDP, MS #28
P.O. Box 942874
Sacramento, CA 94274-0001

Ms. Patricia Wolf State of California Department of Fish and Game 330 Golden Shore, Suite 50 Long Beach, CA 90802

The California State University Physical Planning & Development Attn: Contract Management 400 Golden Shore Boulevard Long Beach, CA 90802-4275

Chief E. W. Gomez
California Highway Patrol
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